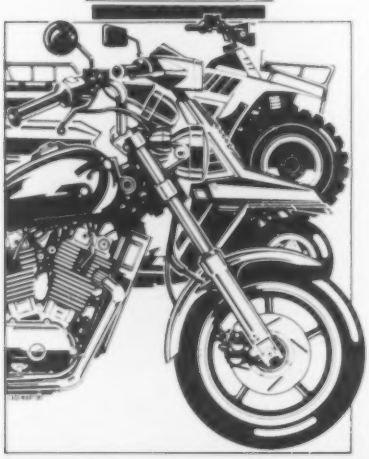
1988 MOTORCYCLE STATISTICAL ANNUAL



Published by

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The cooperation of the many contributors to this annual is gratefully acknowledged. The source note below each table credits the various government and private organizations which have provided information for the Statistical Annual.

Cover and section illustrations by Hector Cademartori.

Additional copies may be obtained from the MIC Executive or Government Relations office.

MOTORCYCLE INDUSTRY COUNCIL, INC.

Today it is estimated that 7.5 million motorcycles, scooters, and ATVs are in use in this country. In 1987 alone the motorcycle industry generated an estimated 6.9 billion dollars in consumer sales and services and state taxes and licensing in the U.S.

The motorcycle market experienced phenomenal growth during the 1960's and early 1970's. From 1960 to 1975 motorcycle registrations increased tenfold, while automobile registrations only doubled. By the early 1980's the motorcycle market had evolved into a stable and mature phase of growth. Some segments of the market, however, are showing strong growth as new products are introduced and marketing efforts are intensified.

Compared with automobiles, the low cost of owning and operating a motorcycle or scooter has attracted many buyers with no, or very little, previous riding experience. Since the early 1970's the motorcycle industry has been active in developing and implementing motorcycle rider education and licensing programs, and conducting safety research and public information programs through the Motorcycle Safety Foundation.

Motorcycles in the 1980's are cleaner in terms of air pollutants than motorcycles in the past. National exhaust emission controls for new motorcycles began in 1978. Although motorcycles contributed less than 1 percent of the total hydrocarbon emissions nationwide before controls, the motorcycle industry supported the adoption of uniform national standards to regulate exhaust emissions.

The motorcycle industry's continuing commitment to reduce sound levels in our environment has been demonstrated by the production of quiet motorcycles and aftermarket exhaust systems. Many new models are as quiet as new automobiles. With the support of the industry, the U.S. Environmental Protection Agency set uniform national noise standards for new motorcycles and mopeds produced after 1981. MIC actively assists noise enforcement authorities in cost-efficient programs for motorcycle noise control.

In 1987, the MIC launched a long-term, public awareness campaign, "Discover Today's Motorcycling", to stimulate greater interest, involvement and understanding of motorcycling among the general public. The MIC also sponsors a public service program for television, radio, magazines, and newspapers to encourage motorcycle rider responsibility in noise reduction and environmental protection. The theme is "Ride Aware—Show You Care."

The use of motorcycles and ATVs for off-highway recreation has grown significantly in the past ten years. The motorcycle industry and responsible riders understand that unrestricted vehicle use can damage certain fragile environments and that well managed facilities provide the best opportunity for off-highway recreation. The industry has been working with state and Federal government agencies to encourage intelligent land planning and management based on equitable multiple use which can benefit all outdoorsmen, including those who ride the 4.1 million motorcycles and ATVs used for off-highway recreation.

Each year the MIC receives countless inquiries for statistical data and trends within the motorcycle industry. The information in this publication has been gathered to provide a comprehensive, orderly and accurate source of motorcycle statistics in response to those numerous requests. We welcome your comments for future editions.

MOTORCYCLE INDUSTRY COUNCIL, INC.

The Motorcycle Industry Council is a nonprofit, national trade association representing manufacturers and distributors of motorcycles, all-terrain vehicles, scooters, mopeds, parts and accessories, and members of allied trades.

As a national, unified voice of the motorcycle industry, the MIC:

- *Develops and provides industry statistics and related information to legislators, regulatory agencies, other associations, companies, and interested individuals;*
- *Analyzes Federal and state legislative and regulatory actions, taking positive steps to promote effective law and reasonable regulations and to oppose those measures detrimental to our industry and sport;*
- *Promotes industry, dealer and consumer awareness directed at the reduction of motorcycle sound, the preservation of the environment, conservation of energy resources, and the safe and courteous operation of all vehicles;*
- *Conducts educational seminars in subject matters of interest to governmental agencies, member companies, motorcycle dealers and other concerned parties.*

Other publications and materials available through the MIC include:

Land Use and Technical Publications

- **Information Kits on Motorcycle Sound and Land Use**
- **Off-Highway and All-Terrain Vehicle Stationary Sound Test Manual**
- **"Managing Off-Road Motorcycle Use in a Desert Environment," 35mm Slide Presentation**
- **"Managing Trailbike Recreation in a Forest Environment," 35mm Slide Presentation**
- **"Motorcyclists As Volunteers," 35mm Slide or Video Tape Presentation**
- **"Motorcycle Noise—Off-Highway Enforcement," 35mm Slide Presentation**
- **Federal Equipment Standards for Motorcycles**
- **Federal Motor Vehicle Safety Standards Charts for Motorcycles & Mopeds**
- **State On-Highway Motorcycle Equipment Requirements Chart**
- **State Off-Highway Motorcycle Requirements Chart**

Research and Statistical Publications

- **Research and Statistics Information Kit**
- **New Motorcycle Imports, Wholesale Shipments, and Registrations**
- **Motorcycle Retail Sales and Population Estimates**
- **Motorcycle Retail Outlet Profile Research**
- **Consumer Research on Motorcycle Ownership and Usage**

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July 8, 1988

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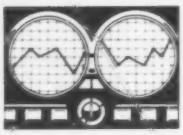

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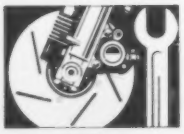

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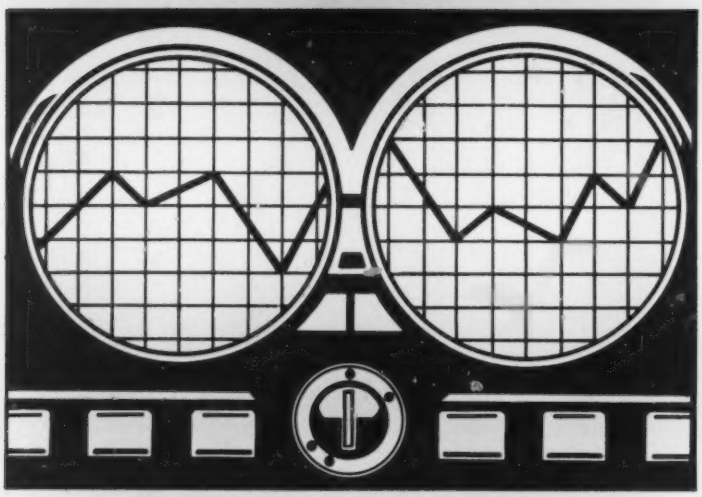


The Market Volume

U.S. MOTORCYCLE POPULATION BY MODEL TYPE, ENGINE DISPLACEMENT, AND YEAR

In 1987 there were an estimated 7.50 million motorcycles, scooters and all-terrain vehicles (ATVs) in use in the United States, compared to an estimated 7.63 million in 1986.

Of the total population in 1987, 48.0% were *on-highway* motorcycles and scooters, 43.1% were *off-highway* motorcycles and ATVs, and 8.9% were *dual purpose* motorcycles. The off-highway and ATV segment increased as a portion of the market in 1987 compared to 1986, while the on-highway and dual purpose segments decreased.

Of all motorcycles, scooters and ATVs in use, it is estimated that just over half (57%) have an engine displacement less than 350 cubic centimeters. About three fifths (64%) of the estimated population were purchased new during the last five years.

ESTIMATED U.S. MOTORCYCLE POPULATION MODEL TYPE, ENGINE DISPLACEMENT, AND YEAR

	1987		Revised 1986	
	Number of Motorcycles	% of Total	Number of Motorcycles	% of Total
Model Type*				
On-Highway	3,600,000	48.0%	3,700,000	48.5%
Off-Highway	3,230,000	43.1%	3,130,000	41.0%
Dual Purpose	670,000	8.9%	800,000	10.5%
	7,500,000	100.0%	7,630,000	100.0%
Engine Displacement				
Under 125 cc	1,475,600	19.7%	1,479,400	19.4%
125-349 cc	2,813,400	37.5%	2,779,200	36.4%
350-449 cc	519,700	6.9%	562,800	7.4%
450-749 cc	1,319,300	17.6%	1,347,500	17.7%
Over 749 cc	1,372,000	18.3%	1,461,100	19.1%
	7,500,000	100.0%	7,630,000	100.0%
Year Sold New				
1987	909,700	12.1%	—	—
1986	966,800	12.9%	1,010,300	13.3%
1985	1,093,600	14.6%	1,158,000	15.2%
1984	1,031,200	13.8%	1,132,900	14.9%
1983	782,400	10.4%	881,000	11.5%
1982	549,400	7.3%	634,600	8.3%
1981	502,000	6.7%	611,800	8.0%
1980	380,800	5.1%	494,300	6.5%
1979	280,800	3.7%	375,800	4.9%
1978	185,500	2.5%	251,200	3.3%
1977	158,000	2.1%	224,700	2.9%
1976	127,500	1.7%	167,900	2.2%
Prior to 1976	532,300	7.1%	687,500	9.0%
	7,500,000	100.0%	7,630,000	100.0%

NOTE: The 1984 - 1987 estimates are comparable only to the 1980 and revised 1979 estimates.

*** Model Type Definition:**

On-Highway: Motorcycles certified by the manufacturer as being in compliance with the Federal Motor Vehicle Safety Standards (FMVSS), and designed for use on public roads. *Includes scooters (420,000 in 1987 and 315,000 in 1986).* Excludes mopeds and nopeds (limited speed motor-driven cycles under 50 cc, with [illegible] operative pedals).

Off-Highway: Motorcycles and all-terrain vehicles [illegible] certified by the manufacturer to be in compliance with FMVSS. *Includes three and four-wheeled [illegible]0 in 1987 and 2,300,000 in 1986).*

Dual Purpose: Motorcycles certified by the manufacturer as being in compliance with FMVSS, and designed with the capability for use on public roads, as well as off-highway recreational use.

Source: 1986 and 1987 Estimated Motorcycle Population, Motorcycle Industry Council, Inc., Irvine, CA.

U.S. MOTORCYCLE POPULATION, MODEL TYPE BY ENGINE DISPLACEMENT

On-highway motorcycles tend to have relatively large engines. In 1987, almost three fourths (70%) of the on-highway motorcycles in use had an engine displacement over 449 cc's.

The off-highway segment, including competition motorcycles and all-terrain vehicles (ATVs), is dominated by relatively small engines. In 1987 nearly all (92%) of the off-highway motorcycles and ATVs in use had an engine displacement less than 350 cc's.

Dual purpose motorcycles also tend to have relatively small engines. More than eight in every ten (81%) of the dual purpose motorcycles in use in 1987 had an engine displacement less than 350 cc's.

ESTIMATED U.S. MOTORCYCLE POPULATION MODEL TYPE BY ENGINE DISPLACEMENT

	1987		Revised 1986	
	Number of Motorcycles	% of Total	Number of Motorcycles	% of Total
Model Type				
On-Highway	3,600,000	100.0%	3,700,000	100.0%
Under 125 cc	431,300	12.0%	337,900	9.1%
125-349 cc	337,200	9.3%	328,800	8.9%
350-449 cc	301,300	8.4%	381,900	10.3%
450-749 cc	1,158,200	32.2%	1,190,300	32.2%
Over 749 cc	1,372,000	38.1%	1,461,100	39.5%
Off-Highway	3,230,000	100.0%	3,130,000	100.0%
Under 125 cc	828,300	25.6%	871,700	27.8%
125-349 cc	2,148,800	66.5%	2,059,000	65.8%
350-449 cc	176,500	5.5%	128,700	4.1%
450-749 cc	76,400	2.4%	70,600	2.3%
Over 749 cc	0	0.0%	0	0.0%
Dual Purpose	670,000	100.0%	800,000	100.0%
Under 125 cc	216,000	32.2%	269,800	33.8%
125-349 cc	327,400	48.9%	391,400	48.9%
350-449 cc	41,900	6.3%	52,200	6.5%
450-749 cc	84,700	12.6%	86,600	10.8%
Over 749 cc	0	0.0%	0	0.0%

NOTE: The 1984 - 1987 estimates are comparable only to the 1980 and revised 1979 estimates.

On-highway includes scooters (420,000 in 1987 and 315,000 in 1986). Excludes mopeds and nopeds.
Off-highway includes three and four-wheeled all-terrain vehicles (2,475,000 in 1987 and 2,300,000 in 1986).
See page 6 for model type definitions.

Source: 1987 and 1986 Estimated Motorcycle Population, Motorcycle Industry Council, Inc., Irvine, CA.

U.S. MOTORCYCLE POPULATION AND PENETRATION BY REGION AND STATE

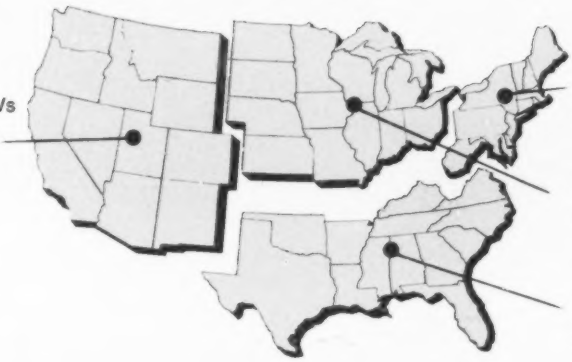
On a regional basis the greatest number of motorcycles, scooters and ATVs in use in 1987 were in the South and the Midwest. Although the West ranked third in motorcycle, scooter and ATV population, California was, by far, the nation's leading state, where one in every eight (13%) of the nation's motorcycles, scooters and ATVs were owned.

In 1987 there were an estimated 3.1 motorcycles, scooters and ATVs owned by every 100 persons living in the United States. Regionally, penetration was highest in the West where 3.8 vehicles were owned for every 100 residents, and lowest in the East where 2.3 vehicles were owned for every 100 residents.

Nearly one third (32%) of the nation's motorcycle, scooter and ATV population was owned in the five leading states; California, Texas, New York, Ohio and Michigan.

1987 ESTIMATED U.S. MOTORCYCLE POPULATION AND PENETRATION BY REGION

WEST
1,874,900 motorcycles, scooters & ATVs
3.8 vehicles per 100 persons
(Alaska and Hawaii included in West)



EAST
1,347,500 motorcycles, scooters & ATVs
2.3 vehicles per 100 persons

MIDWEST
1,961,900 motorcycles, scooters & ATVs
3.3 vehicles per 100 persons

SOUTH
2,315,700 motorcycles, scooters & ATVs
3.0 vehicles per 100 persons

1987 ESTIMATED U.S. MOTORCYCLE POPULATION AND PENETRATION BY STATE

State	Motorcycle Population	Motorcycle Population by Model Type			Motorcycle Penetration Per 100 Population
		On-Hwy.	Off-Hwy.	Dual Purpose	
Alabama	159,800	56,200	87,800	15,800	3.9
Alaska	39,700	6,300	29,300	4,100	7.6
Arizona	127,400	52,700	63,500	11,200	3.8
Arkansas	136,000	36,500	88,100	11,400	5.7
California	955,000	513,100	349,900	92,000	3.5
Colorado	109,500	51,300	42,100	16,100	3.3
Connecticut	81,000	50,400	25,400	5,200	2.5
Delaware	14,300	7,000	6,400	900	2.2
D.C.	2,000	2,000	0	0	0.3
Florida	303,900	163,800	111,800	28,300	2.5
Georgia	197,400	74,200	105,400	17,800	3.2
Hawaii	Not Available				
Idaho	63,000	18,000	30,800	14,200	6.3
Illinois	268,700	172,800	74,600	21,300	2.3
Indiana	190,000	103,600	73,500	12,900	3.4
Iowa	140,800	95,600	34,700	10,500	5.0
Kansas	82,900	45,800	28,700	8,400	3.3
Kentucky	94,800	35,000	51,200	8,600	2.5
Louisiana	157,600	51,100	96,300	10,200	3.5
Maine	60,600	30,000	26,600	4,000	5.1
Maryland	91,400	53,100	30,800	7,500	2.0
Mass.	122,700	75,400	41,300	6,000	2.1
Michigan	308,000	137,400	151,100	19,500	3.3
Minnesota	175,600	86,900	75,600	13,100	4.1
Mississippi	92,600	25,300	60,700	6,600	3.5
Missouri	154,000	56,000	87,500	10,500	3.0

State	Motorcycle Population	Motorcycle Population by Model Type			Motorcycle Penetration Per 100 Population
		On-Hwy.	Off-Hwy.	Dual Purpose	
Montana	44,200	12,300	22,400	9,500	5.5
Nebraska	64,200	27,700	29,500	7,000	4.0
Nevada	38,300	14,700	19,300	4,300	3.8
N.H.	61,300	33,000	25,100	3,200	5.8
New Jersey	138,300	76,100	52,500	9,700	1.8
New Mexico	54,400	23,200	22,700	8,500	3.6
New York	345,400	197,700	127,200	20,500	1.9
N.C.	169,600	67,200	89,800	12,600	2.6
N.D.	33,800	14,800	14,200	4,800	5.0
Ohio	312,400	175,200	120,600	16,600	2.9
Oklahoma	119,000	47,400	52,400	19,200	3.6
Oregon	128,900	53,700	61,400	13,800	4.7
Penn.	302,300	137,400	140,300	24,600	2.5
R.I.	25,300	18,800	5,000	1,500	2.6
S.C.	72,400	36,600	30,500	5,300	2.1
S.D.	33,600	15,900	13,400	4,300	4.7
Tennessee	178,500	60,500	100,800	17,200	3.7
Texas	483,600	235,800	201,200	46,600	2.9
Utah	103,900	29,500	56,100	18,300	6.2
Vermont	22,900	10,000	11,300	1,600	4.2
Virginia	150,500	75,600	61,200	13,700	2.5
Washington	183,400	90,800	70,700	21,900	4.0
W. Virginia	80,000	19,900	51,300	8,800	4.2
Wisconsin	197,900	119,100	63,100	15,700	4.1
Wyoming	27,200	7,600	14,900	4,700	5.6
U.S. Total	7,500,000	3,600,000	3,230,000	670,000	3.1

Note: Includes scooters and ATVs, and excludes mopeds and nopeds. See page 6 for model type definitions.
The 1984 - 1987 state estimates are comparable only to the 1980 and revised 1979 estimates.

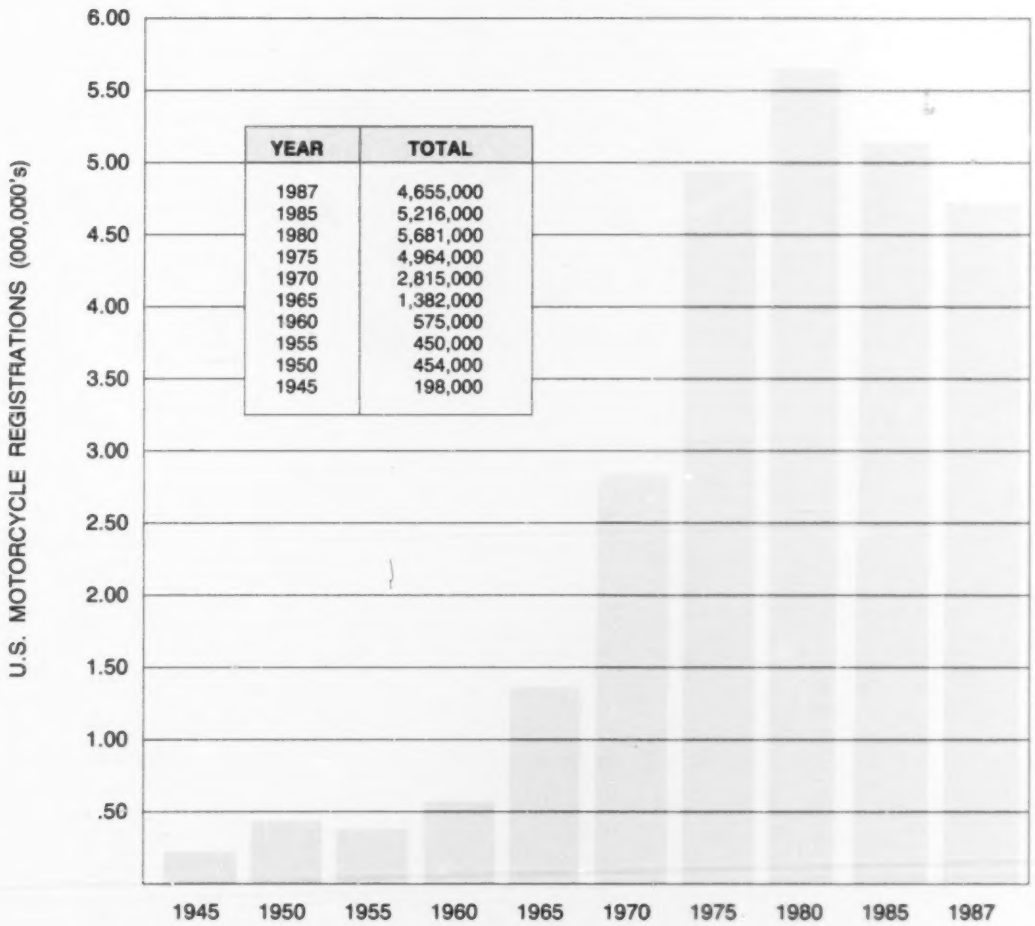
Source: 1987 Estimated Motorcycle Population, Motorcycle Industry Council, Inc., Irvine, CA.
Estimates of the Resident Population of States, July 1, 1986 and 1987, U.S. Department of Commerce, Bureau of the Census.

TOTAL MOTORCYCLE REGISTRATIONS BY YEAR

Of the 7.5 million motorcycles, scooters, and ATVs in use in the United States, an estimated 4.7 million, or 62%, were registered for use on public roads in 1987. In order to be registered for use on public roads, motorcycles must be in compliance with the Federal Motor Vehicle Safety Standards and the state motorcycle equipment requirements. The equipment requirements for street registered motorcycles are summarized on page 39. A few states, however, include the titling of off-highway motorcycles and ATVs in their registration files.

The motorcycle industry experienced phenomenal growth during the 1960's and 1970's. Since 1960 motorcycle registrations increased almost tenfold, while automobile registrations have only doubled.

U.S. TOTAL MOTORCYCLE REGISTRATIONS, 1945-1987



YEAR	TOTAL
1987	4,655,000
1985	5,216,000
1980	5,681,000
1975	4,964,000
1970	2,815,000
1965	1,382,000
1960	575,000
1955	450,000
1950	454,000
1945	198,000

Source: U.S. Department of Transportation, Federal Highway Administration for 1945-1975 motorcycle registrations. Motorcycle Safety Foundation, Irvine, California for 1980 and subsequent year motorcycle registrations.

TOTAL MOTORCYCLE REGISTRATIONS BY STATE

In 1987 motorcycle registrations accounted for 3.1% of all motor vehicles registered for use on public roads in the United States.

Regionally, the greatest portion of the nation's motorcycle registrations (32%) occurred in the Midwest. The West (27%) was second in motorcycle registrations, followed by the South (23%). The East (18%) reported the smallest portion of U.S. motorcycle registrations.

The five leading states, California, Ohio, Illinois, Florida and Texas, accounted for just over one third of the 4.7 million motorcycles registered in 1987.

U.S. TOTAL MOTORCYCLE REGISTRATIONS BY STATE, 1978-1987

State	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987
Alabama	66,178	74,426	73,978	75,220	70,960	71,333	71,502	66,176	62,562	56,752
Alaska	12,249	9,607	10,651*	8,888	10,897*	15,087	15,094	14,432	14,103	13,273
Arizona	69,171	76,637	81,846	86,216	84,776	76,716	84,093*	78,430	78,233	76,741
Arkansas	31,399	33,462	34,106	30,388	25,938	23,768	28,119	28,844	28,844	20,048
California	662,884	729,181	737,774	731,310	645,000	695,813	695,251	702,782	699,239	647,488
Colorado	118,753	117,593	115,500*	121,510*	119,079	120,000*	120,000*	110,562	107,660	107,000*
Connecticut	73,109	73,963	77,456	80,470	79,932	80,317	79,854	61,242	60,964	63,613
Delaware	8,565	11,508	8,261	8,348	8,216	8,538	8,573*	8,360	8,124	7,455
Dist. of Col.	3,525	3,573	5,339	5,768	5,896	5,514*	5,599*	3,385	2,758	2,478
Florida	152,935	220,465	197,541	225,441	221,571	224,965	221,339	239,840	216,025*	234,498
Georgia	102,620	105,058	118,453	112,517	110,795*	110,795*	114,234	89,556	84,543	79,887
Hawaii	6,321	6,635	9,696	10,700	11,317	8,563	10,199	10,607	11,055	12,065
Idaho	46,715	51,417	56,287	55,975	53,302	52,124	50,595	47,854	47,019	41,712
Illinois	247,795	281,406	289,436	305,727	285,188	295,655	309,807*	241,105	250,829	242,000*
Indiana	154,330	167,067	179,741	172,574	160,071	138,916	135,729	133,232	135,729	104,578
Iowa	174,764	204,133	219,221	233,172	234,985	238,687	183,687	188,277	172,444	163,521
Kansas	84,832	95,105	92,218	140,677	106,566	83,587	83,744	78,739	73,890	69,532
Kentucky	60,989	62,132	62,057*	65,000	60,958	58,357	50,355	38,799	38,497	35,435
Louisiana	72,420	76,393	75,000*	75,000*	109,312	92,740	104,000	113,667	89,700	93,352
Maine	35,356	42,947	38,133	39,857	38,872	38,872	40,361	37,950	37,246	37,676
Maryland	68,325	77,029	74,250	80,289	78,829	74,406	71,761	70,500	74,891	58,188
Massachusetts	83,854	100,506	98,935*	100,369	108,410*	93,405	103,000	94,999	85,000	66,366
Michigan	242,400	251,290	254,129	243,858	230,794	219,929	200,609	203,226	185,993	161,626
Minnesota	137,220	177,548	157,815	166,151	159,345	155,502	153,851	151,449	141,261	134,590
Mississippi	28,989	24,504	22,059	29,273	29,068	28,198	26,116	25,653*	28,198	18,551
Missouri	87,053	100,922	118,284	142,488	117,787	109,154	111,106	98,766	78,533	98,766*
Montana	54,051	61,000	35,100*	35,470	45,702	32,761*	37,371*	35,119*	27,493	25,503
Nebraska	49,960	54,967	52,149	50,371	47,887	47,172	46,532	42,548	33,077	31,770
Nevada	20,667	23,084	19,958	21,008	21,940	26,062	20,780	20,013	18,899	21,248
New Hampshire	41,370	32,883	44,815	43,462	49,196*	49,756*	35,543	36,421	36,007	29,463
New Jersey	89,741	102,318	102,425*	106,753*	114,112*	115,964*	115,303	95,500	116,602*	77,073
New Mexico	42,691	46,947	50,576	52,810	58,587	58,217	56,148	52,236	42,152	40,127
New York	144,438	179,042	208,727	160,619	157,792	163,740	174,911	216,688	214,893	207,524
North Carolina	97,256	103,751	114,615	110,156*	110,000	69,616	67,615	67,632	64,129	64,129
North Dakota	27,075	28,165	29,613	31,115	31,312	32,134	31,480	30,596	28,118	32,152
Ohio	239,490	267,100	285,600*	185,678*	277,143	290,799	280,297	277,487	304,128	258,243
Oklahoma	114,108	124,925	125,380	129,704	137,369*	127,800	105,963	104,457	68,093	67,802
Oregon	74,276	81,267	90,301	92,316	90,261	89,956	78,166	89,886	87,105	83,281
Pennsylvania	183,045	217,757	269,565	190,480*	227,752	208,925	207,170	201,069	190,345	183,130
Rhode Island	24,333	23,428	22,442*	23,789*	22,895	27,853	27,907	27,454	27,155	29,354
South Carolina	35,411	37,450	38,875	42,257	35,028	36,130	37,119	37,119	36,074	34,220*
South Dakota	27,667	31,178	35,045	38,265	38,418	39,255	38,956	37,905	36,036	33,800
Tennessee	82,888	85,251	84,121	83,179	83,269	79,821	100,879	85,985*	114,071	82,728
Texas	218,966	291,510	310,000*	300,330	312,924*	334,681	306,578	277,551	248,715	225,997
Utah	52,507	61,844	63,153	66,653*	66,934*	64,758	67,603*	71,923*	53,000	45,435
Vermont	18,205	20,826	23,293	29,449*	21,812	21,347	25,724*	23,415	23,048	21,854
Virginia	72,175	79,492	80,518	87,951	80,515	79,039	81,825	83,920	79,037	72,183
Washington	106,978	131,341	135,899	139,931	131,667	127,950	136,679*	125,224	122,751	124,215
West Virginia	47,130	37,605	39,518	37,680	37,680	31,789	33,432	32,270	31,992	27,067
Wisconsin	143,661	185,206	191,725	190,961	188,863	185,685	190,612	188,331	186,020	167,792
Wyoming	17,867	19,606	19,900*	20,763*	21,937	22,401	22,282	16,760	21,500	21,428
TOTAL	4,858,707	5,502,450	5,681,479	5,618,336	5,578,859	5,484,552	5,405,453	5,215,941	5,023,780	4,654,709

Note: See footnote on page 38 for types of vehicles included in 1987 state total motorcycle registrations. *Estimated

Source: U.S. Department of Transportation, Federal Highway Administration for total registrations prior to 1980. Motorcycle Safety Foundation, Irvine, California for 1980 and subsequent years.

ECONOMIC VALUE OF THE MOTORCYCLE RETAIL MARKETPLACE BY STATE

In 1987 the motorcycle industry generated an estimated $6.89 billion in consumer sales and services and state taxes and licensing, of which $2.52 billion, or 36.5%, is attributed to retail sales of new motorcycles, scooters, and ATVs.

In addition to this $6.89 billion generated by the retail marketplace, major contributions to the economic value of the industry in personnel salaries, product advertising, corporate and personal income taxes, etc., are made by the manufacturers and distributors of new motorcycles, scooters and ATVs, parts and accessories, and the trades allied to the industry.

1987 ESTIMATED ANNUAL ECONOMIC VALUE OF THE MOTORCYCLE RETAIL MARKETPLACE BY STATE

State	1987 Estimated Annual* Economic Value of the Retail Marketplace	1987 Estimated Retail Sales of New Motorcycles		State	1987 Estimated Annual* Economic Value of the Retail Marketplace	1987 Estimated Retail Sales of New Motorcycles	
	$000's	Units	$000's		$000's	Units	$000's
Alabama	$ 145,160	23,800	$ 51,240	Montana	$ 34,440	4,150	$ 11,710
Alaska	35,230	4,110	11,310	Nebraska	65,330	9,280	21,560
Arizona	99,190	12,790	34,220	Nevada	47,670	5,710	15,730
Arkansas	141,570	19,200	48,840	New Hampshire	88,830	9,570	31,090
California	900,060	126,330	331,180	New Jersey	146,710	16,830	51,790
Colorado	103,420	11,060	35,680	New Mexico	39,840	4,510	12,790
Connecticut	98,730	11,210	36,530	New York	332,080	41,410	125,860
Delaware	18,320	2,100	5,880	North Carolina	178,500	26,780	70,150
Dist. of Col.	4,920	340	1,770	North Dakota	20,120	2,280	6,840
Florida	267,120	41,730	101,240	Ohio	308,280	36,660	116,840
Georgia	171,960	29,630	67,580	Oklahoma	66,710	9,290	22,680
Hawaii	Not Avail.	Not Avail.	Not Avail.	Oregon	112,940	17,110	39,530
Idaho	48,320	6,240	16,430	Pennsylvania	301,350	38,940	114,210
Illinois	275,460	36,350	104,400	Rhode Island	24,200	3,280	8,470
Indiana	155,170	21,160	60,980	South Carolina	59,530	8,760	20,240
Iowa	100,900	13,180	34,810	South Dakota	24,800	2,830	8,680
Kansas	73,850	8,620	22,450	Tennessee	154,930	23,760	57,480
Kentucky	87,570	13,230	30,210	Texas	357,790	49,250	119,470
Louisiana	99,890	14,690	34,960	Utah	61,810	6,910	18,790
Maine	62,990	7,060	21,730	Vermont	27,200	2,810	8,720
Maryland	97,000	12,640	34,920	Virginia	152,460	20,120	53,820
Massachusetts	160,310	19,040	63,000	Washington	148,650	23,360	55,150
Michigan	313,100	42,030	118,630	West Virginia	89,910	11,820	31,020
Minnesota	154,270	20,650	60,630	Wisconsin	180,590	25,190	70,970
Mississippi	72,290	10,770	24,940	Wyoming	20,270	2,250	6,690
Missouri	163,260	24,180	64,160	U.S. Total	$6,895,000	935,000	$2,518,000

Note: The 1987 figures above are not comparable to prior year estimates due to retail sales and population revisions. See page 12 for updated retail sales estimates for prior years.

New motorcycle retail sales include all-terrain vehicles, scooters, and nopeds (limited speed motor-driven cycles under 50 cc which are not generally defined by state as mopeds). Excludes mopeds. New motorcycle retail sales dollars based on the manufacturers "suggested retail price" per model as published in the MIC Manufacturers Shipment Reporting System.

*The 1987 estimated annual economic value of the retail marketplace includes retail sales of motorcycles, scooters, and ATVs (new and used) and parts and accessories, dealer servicing, product advertising, vehicle financing charges, insurance premiums, dealer personnel salaries, state sales and dealer personal income taxes, and vehicle registration fees. Revenues from industry publications, corporate income taxes, personal income tax from non-dealer salaries, motorcycle and aftermarket manufacturer and distributor personnel salaries and advertising, and special events attendance are not included.

Source: "1987 Estimated Retail Sales of New Motorcycles" for each state was derived by the Motorcycle Industry Council from the MIC Manufacturers Shipment Reporting System, adjusted for retail sales. "1987 Estimated Annual Economic Value of the Motorcycle Retail Marketplace" was derived by the Motorcycle Industry Council from the percent of the annual industry economic value represented by the estimated retail sales dollars for new motorcycles in a sample of states.

NEW MOTORCYCLE RETAIL SALES BY MODEL TYPE

In 1987, estimated retail sales of new motorcycles, scooters, and ATVs were 935,000 units, valued at 2.5 billion dollars.

Off-highway motorcycles and ATVs totalled an estimated 495,000 units, or just over one half (53%) of the new retail sales units in 1987. An estimated 395,000 of these off-highway retail sales units were ATVs. Off-highway retail sales accounted for 1.1 billion dollars, or 45% of the total retail sales dollars.

New retail unit sales of on-highway motorcycles and scooters were 413,000 in 1987, or 44% of the total retail sales. On-highway retail sales accounted for 1.3 billion dollars, over half (53%) of the retail dollars in 1987. Dual purpose motorcycles represented 27,000 new unit sales and 53 million retail dollars in 1987.

ESTIMATED NEW RETAIL SALES BY MODEL TYPE, 1970-1987

Year	Total		On-Highway		Off-Highway		Dual Purpose	
	Units	Retail $	Units	Retail $	Units	Retail $	Units	Retail $
	(000's)	(000,000's)	(000's)	(000,000's)	(000's)	(000,000's)	(000's)	(000,000's)
1970	1,010	$ N/A	333	$ N/A	199	$ N/A	478	$ N/A
1971	1,240	N/A	472	N/A	226	N/A	542	N/A
1972	1,360	1,027	564	591	233	101	563	335
1973	1,520	1,250	655	719	292	161	573	370
1974	1,200	1,285	489	739	244	171	467	375
1975	940	1,209	451	819	247	188	242	202
1976	1,050	1,298	491	853	260	200	299	245
1977	1,080	1,487	568	1,015	283	287	229	185
1978	975	1,432	482	1,005	326	276	167	151
1979	1,085	1,752	606	1,277	332	321	147	154
1980	1,070	1,971	654	1,526	313	330	103	115
1981	1,065	2,160	614	1,621	370	446	81	93
1982	990	1,991	520	1,389	415	528	55	74
1983	1,185	2,353	550	1,468	580	811	55	74
1984	1,305	2,838	550	1,691	700	1,061	55	86
1985	1,260	2,787	520	1,508	695	1,207	45	72
1986	1,045	2,548	425	1,325	590	1,170	30	53
1987	935	2,518	413	1,337	495	1,128	27	53

Note: See page 6 for model type definitions.

On-Highway includes scooters and nopeds, and excludes mopeds. Estimated 1982-87 scooter retail sales units are as follows: 1982 — 15,000 1983 — 25,000 1984 — 65,000 1985 — 115,000 1986 — 120,000 1987 — 128,000. Estimates prior to 1982 are not available.

Off-highway includes three and four-wheeled ATVs and competition motorcycles. 1982-1987 estimated ATV retail unit sales are as follows: 1982 — 250,000 1983 — 425,000 1984 — 550,000 1985 — 550,000 1986 — 465,000 1987 — 395,000. Estimates prior to 1982 are not available.

Retail $ — The estimated retail dollar volume is based on the manufacturer's "suggested retail price" per model as published in the MIC Manufacturers Shipment Reporting System.

Source: Units — MIC estimate derived from motorcycle import, production, wholesale, inventory, and registration statistics.
Retail Dollars — Based on the manufacturer's "suggested retail price" as published in the MIC Manufacturers Shipment Reporting System.

U.S. PRODUCTION, IMPORT, WHOLESALE, AND NEW REGISTRATION SUMMARY

In 1987, an estimated 125,000 motorcycles and ATVs were manufactured in the U.S. 1987 motorcycle and scooter imports totalled 318,000 units, and ATV imports totalled an estimated 320,000 units. Wholesale sales of new motorcycles, scooters, and ATVs to dealers in 1987 were an estimated 865,000 units, valued at 1.85 billion dollars. New registrations of on-highway motorcycles, scooters, and some off-highway motorcycles and ATVs equalled 550,000 in 1987.

U.S. production, imports, wholesale sales, and new registrations are summarized below from 1970 to 1987, and in greater detail on the following pages.

U.S. PRODUCTION, IMPORT, WHOLESALE, AND NEW REGISTRATION SUMMARY, 1970-1987

Year	Estimated U.S. Production	U.S. Motorcycle Imports		Estimated U.S. ATV Imports	Estimated Wholesale Sales		New Registrations
	Units	Units	Dollars	Units	Units	Dollars	Units
	(000's)	(000's)	(000,000's)	(000's)	(000's)	(000,000's)	(000's)
1970	35	1,091	$ 308	N/A	1,040	$ 467	N/A
1971	25	1,539	495	N/A	1,340	670	928
1972	35	1,690	697	N/A	1,400	801	1,006
1973	45	1,206	570	N/A	1,580	980	1,190
1974	40	1,543	911	N/A	1,200	977	1,024
1975	40	948	711	N/A	910	900	747
1976	80	659	466	N/A	1,050	1,006	783
1977	110	860	588	N/A	1,100	1,140	849
1978	80	935	797	N/A	1,000	1,160	797
1979	120	887	870	N/A	1,090	1,405	886
1980	130	1,120	1,142	N/A	1,190	1,750	876
1981	125	1,057	1,314	N/A	1,155	1,890	828
1982	100	917	1,110	N/A	1,025	1,609	726
1983	100	540	697	N/A	1,260	2,015	811
1984	155	441	523	635	1,400	2,354	772
1985	130	733	783	683	1,290	2,281	722
1986	105	550	763	498	990	1,915	631
1987	125	318	463	320	865	1,850	550

Note: Production — Includes motorcycles, scooters, and three and four-wheeled ATVs if manufactured in the U.S.

Motorcycle Imports — Includes motorcycles, scooters, and nopeds; ATVs and mopeds not included. Dollar value equals dutiable value for 1970-1979 and C.I.F. value for 1980 and subsequent years.

ATV Imports — Includes three and four-wheeled ATVs. ATVs manufactured in the U.S. not included.

Wholesale Sales — Includes motorcycles, scooters, nopeds, and three and four-wheeled ATVs. The wholesale dollar volume is based on the lowest price at which the vehicle is sold to dealers f.o.b. point of U.S. manufacture or point of entry. This wholesale price does not consider dealer discounts, special promotional allowances, rebates, or other incentives.

New Registrations — Includes first-time registrations of motorcycles, scooters, nopeds, and some off-highway motorcycles and ATVs for the three most current model years. Oklahoma registrations first became available in 1987. Incomplete Ohio registrations estimated for 1974. 1978 and subsequent years include California off-highway registrations. New York registrations not available from October 1983-December 1984.

Source: Production — MIC estimate derived from R.L. Polk & Co. new motorcycle registrations and information offered by the U.S. distributors.
Imports — U.S. Dept. of Commerce and U.S. Motorcycle Imports and U.S. Moped, Motor Scooters, 3 & 4 Wheeler Imports, Werner C. Single, Foreign Trade Services, W. New York, New Jersey.
Wholesale Sales — MIC Manufacturers Shipment Reporting System for major distributors and MIC estimate for scooters and other brands.
New Registrations — New Motorcycle Registrations, R.L. Polk & Co., Detroit, Michigan. Permission for further use must be obtained from R.L. Polk & Co.

U.S. MOTORCYCLE IMPORTS BY YEAR, COUNTRY, AND ENGINE DISPLACEMENT

In 1987, 318,000 motorcycles and scooters with a dutiable value of $463 million were imported into the United States. Of these units imported, 96.2% were from Japan, 3.5% from European countries, and 0.3% from other countries. In addition to these motorcycles and scooters, 24,000 mopeds or motorized bicycles were imported in 1987, primarily from European countries. All-terrain vehicles are not included.

The imports with relatively small engines, less than 191 cc displacement, represented 49% of the total units imported, but only 24% of the total dutiable dollar value. Imports with relatively large engines, over 490 cc displacement, represented 29% of the units imported and 53% of the total dutiable dollar volume in 1987.

U.S. MOTORCYCLE IMPORTS BY COUNTRY, 1981-1987

	1981	1982	1983	1984	1985	1986	1987
Japan							
Units	1,032,520	897,861	522,573	417,824	710,959	535,028	305,827
$ Value	$1,270,949,357	$1,079,362,753	$ 666,284,854	$ 482,238,238	$ 737,814,137	$ 724,051,178	$ 424,612,449
European Countries							
Units	22,112*	16,100*	13,597*	17,397*	21,178*	13,748*	11,077*
$ Value	$ 39,213,065	$ 27,977,592	$ 29,266,634	$ 38,296,805	$ 42,816,389	$ 38,261,208	$ 37,865,258
All Others							
Units	2,081*	3,242*	4,043*	6,199*	1,201*	893*	970*
$ Value	$ 3,624,403	$ 2,827,574	$ 1,633,326	$ 2,851,599	$ 2,455,798	$ 451,164	$ 681,460
Total							
Units	1,056,713*	917,203*	540,213*	441,420*	733,338*	549,669*	317,874*
$ Value	$1,313,786,825	$1,110,167,919	$ 697,184,814	$ 523,386,642	$ 783,086,324	$ 762,763,550	$ 463,159,167

SCOOTERS INCLUDED; ATVs EXCLUDED. Dollar Value = C.I.F. Value.

THE MARKET VOLUME

U.S. MOTORCYCLE IMPORTS BY ENGINE DISPLACEMENT, 1981-1987

	1981	1982	1983	1984	1985	1986	1987
Under 191 cc							
Units	313,944*	312,891*	175,212*	191,856*	355,670*	241,250*	156,485*
$ Value	$ 154,771,771	$ 152,019,038	$ 94,634,569	$ 97,761,171	$ 176,053,176	$ 152,153,709	$ 109,835,387
191-490 cc							
Units	249,586	182,948	75,321	67,792	164,493	148,941	68,530
$ Value	$ 259,816,032	$ 198,421,920	$ 82,609,575	$ 78,049,993	$ 183,019,603	$ 218,738,761	$ 105,170,653
491-790 cc							
Units	369,142	298,182	215,975	141,716	177,605	129,932	70,841
$ Value	$ 639,025,333	$ 532,150,656	$ 362,771,480	$ 256,491,632	$ 329,283,894	$ 291,693,936	$ 171,185,050
Over 790 cc							
Units	120,224	119,625	65,093	34,828	31,274	28,702	20,694
$ Value	$ 258,903,692	$ 226,188,672	$ 153,545,173	$ 88,441,983	$ 91,724,205	$ 99,838,528	$ 75,631,655
Unspecified							
Units	3,817	3,557	8,612	5,228	4,296	844	1,324
$ Value	$ 1,269,997	$ 1,387,633	$ 3,624,017	$ 2,641,863	$ 3,005,446	$ 338,616	$ 1,336,422
Total							
Units	1,056,713*	917,203*	540,213*	441,420*	733,338*	549,669*	317,874*
$ Value	$1,313,786,825	$1,110,167,919	$ 697,184,814	$ 523,386,642	$ 783,086,324	$ 762,763,550	$ 463,159,167

SCOOTERS INCLUDED; ATVs EXCLUDED

Dollar Value = C.I.F. Value.

*Excludes estimated imports of mopeds (motorized bicycles) as follows:

1981- 66,779 units, $23,097,891
1982- 18,145 units, $ 4,384,230
1983- 21,645 units, $ 5,471,009
1984- 32,889 units, $ 8,900,146
1985- 30,174 units, $ 8,981,153
1986- 22,557 units, $ 6,984,588
1987- 23,683 units, $ 7,258,696

Source: U.S. Dept. of Commerce, Domestic and International Business Administration.
U.S. Motorcycle Imports, Werner C. Single, Foreign Trade Services, W. New York, New Jersey.

NEW MOTORCYCLE WHOLESALE SALES BY MAJOR BRANDS

In 1987 estimated wholesale sales of new motorcycles and all-terrain vehicles (ATVs) to dealers by the five leading brands (Harley-Davidson, Honda, Kawasaki, Suzuki, and Yamaha) in the United States were 728,042 units, valued at a wholesale dollar volume of $1.73 billion and an estimated retail dollar volume of $2.13 billion.

Of the total units wholesaled in 1987, 32.6% were on-highway motorcycles, 63.9% were off-highway motorcycles and ATVs, and the remaining 3.5% were dual purpose motorcycles. Four fifths (80%) of the new motorcycles and ATVs shipped to dealers in 1987 had four-cycle engines, and about three fifths (62%) had an engine displacement less than 350 cubic centimeters. The five leading states in wholesale unit sales (California, Michigan, Texas, Pennsylvania and Ohio) accounted for almost one third (31%) of the total U.S. wholesale sales in 1987.

NEW MOTORCYCLE WHOLESALE SALES BY MAJOR BRANDS, 1983-1987

			Units										
				Model Type			Engine Type		Displacement Size (cc)				
	Wholesale $ Volume	Est. Retail $ Volume	Total Units	On-Highway	Off-Highway	Dual Purpose	Two-Stroke	Four-Stroke	Under 125 cc	125-349 cc	350-449 cc	450-749 cc	750 cc & Up
	($000's)	($000's)											
1983 (% of Total Units)	$1,985,979	$2,468,186	1,241,808 (100.0%)	539,040 (43.4%)	641,758 (51.7%)	61,010 (4.9%)	294,256 (23.7%)	947,552 (76.3%)	294,711 (23.7%)	507,960 (40.9%)	25,873 (2.1%)	215,026 (17.3%)	198,238 (16.0%)
1984 (% of Total Units)	$2,270,332	$2,816,370	1,310,240 (100.0%)	445,621 (34.0%)	803,877 (61.4%)	60,742 (4.6%)	220,833 (16.9%)	1,089,407 (83.1%)	251,365 (19.2%)	634,403 (48.4%)	37,280 (2.8%)	227,286 (17.4%)	159,906 (12.2%)
1985 (% of Total Units)	$2,190,187	$2,708,401	1,166,220 (100.0%)	388,488 (33.3%)	740,304 (63.5%)	37,428 (3.2%)	192,017 (16.5%)	974,203 (83.5%)	228,094 (19.6%)	530,326 (45.5%)	77,630 (6.6%)	178,056 (15.3%)	152,114 (13.0%)
1986 (% of Total Units)	$1,790,247	$2,206,015	853,426 (100.0%)	273,148 (32.0%)	555,419 (65.1%)	24,859 (2.9%)	142,586 (16.7%)	710,840 (83.3%)	136,176 (15.9%)	383,572 (44.9%)	77,269 (9.1%)	153,533 (18.0%)	102,876 (12.1%)
1987 (% of Total Units)	$1,728,221	$2,125,591	728,042 (100.0%)	237,200 (32.6%)	465,051 (63.9%)	25,791 (3.5%)	141,577 (19.4%)	586,465 (80.6%)	116,774 (16.0%)	332,303 (45.7%)	60,094 (8.3%)	117,409 (16.1%)	101,462 (13.9%)

NEW MOTORCYCLE WHOLESALE SALES BY MAJOR BRANDS IN TEN LEADING STATES, 1983-87

State	1987 Rank	1987 Units	1986 Rank	1986 Units	1985 Rank	1985 Units	1984 Rank	1984 Units	1983 Rank	1983 Units
California	1	88,328	1	102,749	1	131,896	1	151,150	1	156,269
Michigan	2	36,733	3	41,944	5	53,058	5	58,942	5	53,714
Texas	3	34,433	2	42,237	2	76,864	2	90,178	2	80,172
Pennsylvania	4	33,217	5	40,297	3	54,885	6	55,386	7	45,231
Ohio	5	31,165	6	40,184	6	49,213	3	61,324	4	58,228
New York	6	30,614	4	41,079	4	53,875	4	58,963	3	58,689
Florida	7	28,994	7	31,994	7	43,580	7	50,400	6	46,004
Georgia	8	24,176	8	28,534	8	37,032	9	34,451	–	—
North Carolina	9	23,489	9	27,113	9	35,526	–	—	–	—
Illinois	10	23,052	10	25,859	10	35,298	8	38,139	8	38,548
Alabama	–	—	–	—	–	—	10	32,690	–	—
Wisconsin	–	—	–	—	–	—	–	—	9	35,703
Minnesota	–	—	–	—	–	—	–	—	10	32,442

NOTE: Includes all-terrain vehicles and nopeds (limited speed, motor-driven cycles under 50 cc's without fully operative pedals). **Excludes mopeds and scooters.** See page 6 for model type definitions.

Source: Manufacturers Shipment Reporting System, Annual Statistical Report, Motorcycle Industry Council, Inc., Irvine, California. Includes wholesale shipments to dealers by Harley-Davidson, Honda, Kawasaki, Suzuki and Yamaha.

NEW MOTORCYCLE REGISTRATIONS BY STATE

In 1987, first-time registrations of new motorcycles, scooters and ATVs for the three most current model years were 550,494, or 59%, of the estimated 935,000 retail sales. New registrations are usually issued only to street legal motorcycles. A number of states, however, issue registrations for titling purposes for off-highway motorcycles and ATVs. In 1987, new registrations of off-highway motorcycles and ATVs represented 34% of all new registrations.

New York new registrations were unavailable for 1984. Oklahoma new registrations first became available in 1987.

NEW MOTORCYCLE REGISTRATIONS BY STATE, 1982-1987

	1982	1983	1984	1985	1986	1987
Total U.S.	725,691	811,253	772,166	721,975	630,739	550,494
State						
Alabama	15,577*	22,882*	26,528*	21,907*	19,261*	19,489*
Alaska	1,917*	2,267*	1,917*	1,405*	1,168*	943*
Arizona	8,575	8,328	8,568	10,862*	18,351*	12,413*
Arkansas	5,832	9,688*	11,775*	8,304*	5,576*	4,695*
California	116,528*	159,089*	154,367*	151,432*	132,423*	111,008*
Colorado	11,789	10,208	8,948	6,234	5,258	4,819
Connecticut	8,030	8,668	7,709	6,136	6,183	6,064
Delaware	1,258	1,086	971	912	966	801
Dist. of Columbia	750	865	776	817	476	376
Florida	33,329*	40,220*	41,488*	21,173	17,955	19,536
Georgia	16,235	20,112*	25,946*	30,480*	26,967*	15,755*
Hawaii	1,224	987	922	1,149	1,283	1,297
Idaho	4,893	4,797	4,741	3,164	2,012	1,740
Illinois	36,777	39,871*	38,390*	35,617*	31,333*	31,010*
Indiana	14,737	13,762	13,181	11,052	9,000	8,443
Iowa	14,144	11,452	16,181	9,374	6,807	6,341
Kansas	11,443	10,118	8,063	6,582	5,227	4,342
Kentucky	5,375	5,219	4,548	4,901	4,674	3,898
Louisiana	26,229*	24,518*	23,097*	18,258*	14,731*	11,212*
Maine	4,838	4,147	3,364	2,318	2,568	2,680
Maryland	7,323	8,387	9,359	9,622	8,203*	8,343*
Massachusetts	9,463	10,044	10,365	9,542	9,591	8,780
Michigan	22,957	24,615	22,323	17,037	24,685*	10,829
Minnesota	17,605	17,190*	15,388	8,657	6,449	7,443
Mississippi	11,736*	12,600*	10,996*	10,872*	9,403*	8,107*
Missouri	13,853*	16,527*	18,957*	18,313*	14,311*	5,471
Montana	3,739	3,483	2,432	1,622	1,193	1,013
Nebraska	5,833	5,448	4,576*	3,403*	2,484*	2,024
Nevada	2,542	2,184	2,431	1,820	1,578	1,666
New Hampshire	4,476	4,629	4,142	3,607	3,709	3,961
New Jersey	11,638	12,652	10,459	9,662	8,895	7,789
New Mexico	8,031	8,266*	8,663*	8,145*	6,302*	4,676*
New York	32,213	33,844	N/A	29,978	24,440	38,530*
North Carolina	8,871	10,484	10,529	8,495	7,660	6,993
North Dakota	3,444	3,134	2,642	2,165*	1,850*	1,452*
Ohio	23,433	28,857	26,879	19,916	16,503	15,069
Oklahoma	N/A	N/A	N/A	N/A	N/A	3,576
Oregon	12,427*	17,038*	18,514*	18,786*	16,460*	14,117*
Pennsylvania	27,646	28,466	26,911*	25,427*	19,669*	14,662
Rhode Island	2,624	2,948	2,752	2,638	2,246	2,237
South Carolina	6,843	8,335	10,611*	7,907*	6,025*	6,005*
South Dakota	4,226	4,056*	2,366*	2,814*	2,274*	1,836*
Tennessee	10,001	10,850	13,085*	14,098*	11,749*	12,296*
Texas	65,641	59,453*	60,544*	53,567	47,537*	37,264*
Utah	9,731	12,277*	6,710	18,009*	10,742*	8,033*
Vermont	2,266	2,140	2,252*	2,764*	1,850*	2,136*
Virginia	8,769	10,227	11,908	10,452	9,025	7,692
Washington	23,729	28,459*	27,451*	25,029*	21,452*	19,975*
West Virginia	3,867	5,411	7,534*	8,826*	7,655*	6,334*
Wisconsin	18,489	18,536	17,734	14,569	12,905	13,796
Wyoming	2,795	2,429	2,173	2,156*	1,675*	1,527*

* New registrations in these states include an unusually high percentage (20%-70%) of off-highway motorcycles and all-terrain vehicles.

Source: New Motorcycle Registrations, R.L. Polk & Co., Detroit, Michigan. Permission for further use must be obtained from R.L.Polk & Co.

NEW MOTORCYCLE REGISTRATIONS BY LEADING BRANDS

The nation's six major brands accounted for 99.4% of the new registrations in 1987. Honda, the leading brand during the past two decades, ranked first in 1987 with 50.8% of the registered market, followed by Yamaha with 19.8%, Suzuki with 11.6%, and Kawasaki with 10.2%. Harley-Davidson ranked fifth in 1987 with 6.3% of the new motorcycle registrations, and BMW ranked sixth with 0.7%. The market share for each of the remaining motorcycle brands distributed in the United States was reported to be less than 0.5% in 1987.

Although registrations are usually issued only to street legal motorcycles, some states issue registrations for off-highway motorcycles and ATVs for titling purposes.

NEW MOTORCYCLE REGISTRATIONS LEADING BRANDS BY MARKET SHARE, 1982-1987

Make	1987		1986		1985		1984		1983		1982	
	Rank	Market Share	Rank	Market Share	Rank	Market Share	Rank	Market Share	Rank	Market Share	Rank	Market Share
Honda	1	50.8%	1	55.0%	1	58.5%	1	57.7%	1	54.8%	1	45.1%
Yamaha	2	19.8%	2	17.8%	2	15.7%	2	18.6%	2	19.0%	2	22.2%
Suzuki	3	11.6%	3	11.1%	4	10.0%	3	10.0%	3	11.8%	3	14.2%
Kawasaki	4	10.2%	4	9.7%	3	10.4%	4	8.9%	4	9.8%	4	12.7%
Harley-Davidson	5	6.3%	5	5.0%	5	4.1%	5	3.7%	5	3.3%	5	4.5%
BMW	6	0.7%	6	0.9%	6	0.8%	6	0.6%	6	0.6%	6	0.5%

Note: The market share for other brands was less than 0.5%.

R.L. Polk new registrations include the three most current model years. Some off-highway motorcycle and all-terrain vehicle new registrations are included.

California new off-highway motorcycle and ATV registrations have been added to 1983 and prior year new registrations, so that comparisons can be made with 1984 and subsequent years which include California off-highway registrations.

New York new registrations were not available from October 1983 thrcugh December 1984.

Oklahoma new registrations first became available in 1987.

Source: New Motorcycle Registrations, R.L. Polk & Co., Detroit, Michigan. Permission for further use must be obtained from R.L. Polk & Co.

MOTORCYCLE SCRAPPAGE AND OPERABILITY RATE

The number of motorcycles, scooters, and ATVs retired from use, or scrapped, in 1987 was an estimated 1.04 million or 14% of the 1986 population in use.

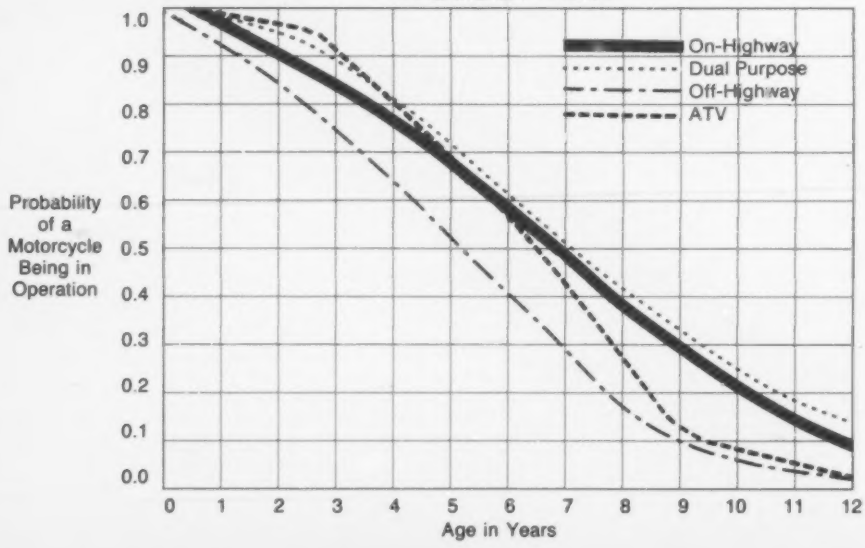
A key factor in determining average annual mileage is the motorcycle operability rate (the probability of a motorcycle being operable after a given number of years) because of the decrease in annual mileage as the vehicle ages. The operability rate for on-highway and dual purpose motorcycles tends to be higher than the rate for off-highway motorcycles.

MOTORCYCLES RETIRED FROM USE OR SCRAPPED IN 1987

Year Sold New	Est. Retail Sales (000's)	Operability Rate '86	Operability Rate '87	Estimated Population In Use (000's) '86	Estimated Population In Use (000's) '87	Estimated Number Retired From Use or Scrapped In 1987 (000's)
1987	925		.984		910	—
1986	1,027	.983	.942	1,010	967	43
1985	1,230	.941	.889	1,158	1,094	64
1984	1,275	.889	.809	1,133	1,031	102
1983	1,095	.805	.714	881	782	99
1982	900	.706	.610	635	549	86
1981	999	.613	.503	612	502	110
1980	977	.506	.390	494	381	113
1979	1,007	.373	.279	376	281	95
1978	921	.273	.202	251	186	65
1977	1,031	.218	.153	225	158	67
1976	1,053	.160	.121	168	127	41
Before 1976				687	532	155
				7,630	7,500	1,040 — 13.6% of 1986 Population

Note: The operability rates shown above are composites of the operability rates by model type and will vary each year according to the motorcycle population by model type. Mopeds and nopeds are excluded from retail sales estimates. Includes ATVs and scooters.

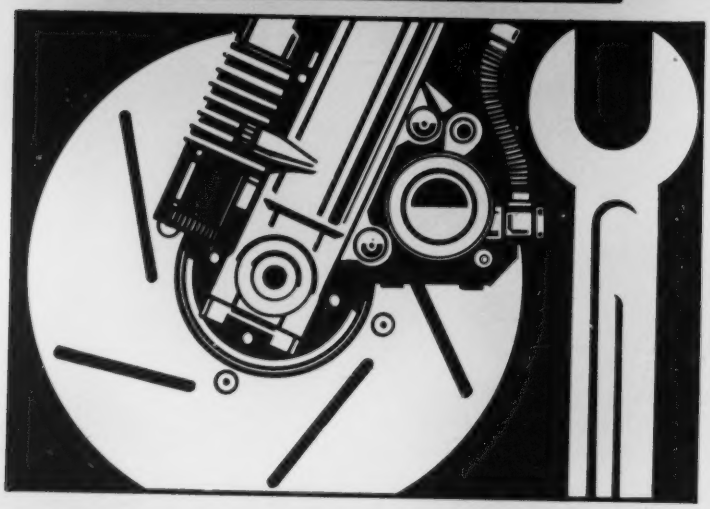
OPERABILITY RATE



OPERABILITY RATE

Age	On-Hwy.	Dual Purpose	Off-Hwy.	ATV
0.5	.98	.99	.97	.99
1.5	.92	.96	.90	.97
2.5	.86	.93	.82	.93
3.5	.79	.87	.70	.85
4.5	.72	.76	.58	.75
5.5	.64	.65	.46	.65
6.5	.55	.57	.32	.50
7.5	.45	.47	.16	.35
8.5	.35	.37	.10	.20
9.5	.27	.30	.05	.10
10.5	.19	.23	.02	.05
11.5	.13	.16	.01	.02

Source: 1986 and 1987 Estimated Motorcycle Population, Motorcycle Industry Council, Inc., Irvine, CA.
Motorcycle Survival Rate Model, an analysis of the data from the 1980 Survey of Motorcycle Ownership and Usage, updated with data from the 1985 Survey of Motorcycle Ownership and Usage, Burke Marketing Research, Inc., Cincinnati, Ohio.



Manufacturers and Distributors

PROFILE OF MAJOR U.S. MOTORCYCLE MANUFACTURERS AND DISTRIBUTORS

In 1987 the six leading brands distributed in the United States, BMW, Harley-Davidson, Honda, Kawasaki, Suzuki, and Yamaha, accounted for roughly 99% of the nation's estimated 935,000 new motorcycle, scooter, and ATV retail sales.

Four of the six major brands are manufactured primarily in Japan and have been distributing motorcycles in the U.S. for twenty to thirty years. Harley-Davidson and BMW, the fifth and sixth ranking brands, have been distributing motorcycles in the U.S. for eighty and forty years, respectively. Besides motorcycles, scooters, and ATVs, the six leading U.S. distributors also sell a wide range of other products in the U.S., including automobiles, snowmobiles, mopeds, golf carts, go carts, power products, and sailboats.

PROFILE OF MAJOR U.S. MOTORCYCLE MANUFACTURERS/DISTRIBUTORS

Brand	U.S. Motorcycle Distributor	Motorcycle Manufacturer	Year of U.S. Incorporation	Other Products Sold in U.S.
BMW	BMW of North America, Inc. 300 Chestnut Ridge Road Woodcliff Lake, NJ 07675 (201) 573-2000	BMW Motorrad GmbH & Co. Triebstrasse 32 8000 Munich 50 West Germany	1976	Automobiles
Harley-Davidson	Harley-Davidson Motor Co., Inc 3700 W. Juneau Avenue P.O. Box 653 Milwaukee, WI 53201 (414) 342-4680	Same as distributor	1907	Motorcycle accessories, recreational and specialized vehicles and related products.
Honda	American Honda Motor Company, Inc. 100 West Alondra Blvd. Gardena, CA 90247 (213) 327-8280	Honda Motor Co., Ltd. No. 1-1, 2 Chome, Minami Aoyama Minato-Ku, Tokyo 107, Japan Honda of America Mfg. Inc. 24000 U.S. Route 33 Marysville, Ohio 43040 (Engine Manufacturing Facility) 12500 Meranda Road Ana, Ohio 45302	1959	Automobiles, all-terrain vehicles, motor scooters, accessories for motorcycles and products above, power products (generators, rototillers, outboards, lawnmowers, riding lawnmowers, lawn tractors, snow throwers, water pumps).
Kawasaki	Kawasaki Motors Corp., U.S.A. 9950 Jeronimo Road Irvine, CA 92718-2016 (714) 770-0400	Kawasaki Heavy Industries, Ltd. 1-1, Kawasaki-cho Akashi 673, Hyogoken, Japan Kawasaki Motors Manufacturing 6600 N.W. 27th St. Lincoln, Nebraska 68524	1967	All-terrain vehicles, Jet Ski® Watercraft, accessories for motorcycles and products above, small engines, generators.
Suzuki	American Suzuki Motor Corp. 3251 East Imperial Hwy. Brea, CA 92621 (714) 996-7040	Suzuki Motor Co., Ltd. Hamamatsu-Nishi, P.O. Box 1 432-91 Hamamatsu, Japan	1963	Automobiles, all-terrain vehicles, outboard motors, generators, accessories for motorcycles and products above.
Yamaha	Yamaha Motor Corp., U.S.A. 6555 Katella Ave. Cypress, CA 90630 (714) 761-7300	Yamaha Motor Co., Ltd. 2500 Shingai, Iwata-Shi Shizuoka-Ken, Japan	1960	Snowmobiles, go cart engines, go carts, golf carts, mopeds (motorized bicycles), scooters, all-terrain vehicles, sailboats, outboard engines, water vehicles, stern drives, outdoor power products (generators, snowthrowers, lawnmowers), accessories for motorcycles and products above.

Source: Information obtained by the Motorcycle Industry Council from the U.S. distributors above.

OTHER U.S. MOTORCYCLE MANUFACTURERS/ DISTRIBUTORS

While the six major brands accounted for roughly 99% of the 1987 retail sales in the United States, the remaining 1% of new motorcycle and scooter sales are distributed among almost thirty brands.

The majority of the sales from these brands below are generated by Cagiva, Ducati, Husqvarna, KTM, Moto Guzzi, and Vespa. Although the U.S. motorcycle market share for most of these brands listed below is quite small, some of these brands are greater contributors to foreign markets.

OTHER 1988 U.S. MOTORCYCLE MANUFACTURERS/DISTRIBUTORS

BRAND	PRIMARY U. S. MANUFACTURER/DISTRIBUTOR	COUNTRY OF MANUFACTURE
ATK	ATK Leitner Corporation 723 Laguna Canyon Road Laguna Beach, California 92651 (714) 497-7525	U.S.
Benelli	Benelli/Moto Guzzi North America 1501 Caton Avenue Baltimore, Maryland 21227 (301) 646-3635	Italy
Beta	Cosmopolitan Motors 301 Jacksonville Rd. Hatboro, Pennsylvania 19040 (215) 672-9100	Italy
Bimota	Cosmopolitan Motors 301 Jacksonville Rd. Hatboro, Pennsylvania 19040 (215) 672-9100	Italy
Cagiva	Cagiva North America, Inc. 700 W. 190th Street Gardena, California 90248 (213) 538-9337	Italy
Ducati	Cagiva North America, Inc. 700 W. 190th Street Gardena, CA 90248 (213) 538-9337	Italy
E-Z Rider	KEZ Industries, Inc. 70 Herbert Avenue Closter, New Jersey 07624 (201) 767-5320	U.S.

BRAND	PRIMARY U. S. MANUFACTURER/DISTRIBUTOR	COUNTRY OF MANUFACTURE
Haul Master	CHI Industries P.O. Box 1148 Benton Harbor, Michigan 49022 (616) 849-3400 (800) 253-1030	U.S.
Husqvarna	Cagiva North America, Inc. 700 W. 190th Street Gardena, California 90248 (213) 538-9337	Italy
Italjet	Italjet U.S.A. (Strada Int'l.) 13148 Saticoy Street N. Hollywood, California 91605-3495 (818) 982-2000	Italy
Jawa	American Jawa, Ltd. 185 Express Street Plainview, L.I., New York 11803 (516) 938-3210	Czechoslovakia
KTM	KTM America 1906 Broadway Lorain, Ohio 44052 (216) 244-2726	Austria
Lambretta	Cosmopolitan Motors 301 Jacksonville Road Hatboro, Pennsylvania 19040 (215) 672-9100	Spain
Laverda	Slater Brothers P.O. Box 1 Mica, Washington 99023 (509) 924-5131	Italy

BRAND	PRIMARY U.S. MANUFACTURER/DISTRIBUTOR	COUNTRY OF MANUFACTURE
M-Star	M-Star Motorcycle Corporation 740 E. Santa Maria Street Santa Paula, California 93060 (805) 525-3364	West Germany
Maely	Maely Industries 8580 Bedford Motorway Corona, California 91719 (714) 735-0540	U.S.
Malaguti	Marina Mobili Inc. P.O. Box 347 146 West Commercial Ave. Moonachie, N.J. 07074-1794 (201) 438-5700	Italy
Montesa	Cosmopolitan Motors 301 Jacksonville Road Hatboro, Pennsylvania 19040 (215) 672-9100	Spain
Moto Guzzi	Benelli/Moto Guzzi North America 1501 Caton Avenue Baltimore, Maryland 21227 (301) 646-3635	Italy
Motomarina	Marina Mobili Inc. P.O. Box 347 146 West Commercial Ave. Moonachie, N.J. 07074-1794 (201) 438-5700	Italy
Moto Morini	Herdan Corporation Route 61 Port Clinton, Pennsylvania 19549 (215) 562-3155	Italy
Ossa	Slater Brothers P.O. Box 1 Mica, Washington 99023 (509) 924-5131	Spain
Rickman	Target MOTORSPORTS 9911 Central Road Apple Valley, Calif. 92308-8545 (619) 247-4327	England
Riva	Yamaha Motor Corp., U.S.A. 6555 Katella Avenue Cypress, California 90630 (714) 761-7300	Japan
Rokon	Rokon International, Inc. 7 Hadley Crossing Road Jaffrey, New Hampshire 03452 (603) 532-7794	U.S.
Strociek	Strociek Engineering 10485 Product Drive Rockford, Illinois 61111 (815) 654-0141	U.S.
Super-Bronc II	CHI Industries P.O. Box 1148 Benton Harbor, Michigan 49022 (616) 849-3400 (800) 253-1030	U.S.
Trac	Trac International Corp. 2546 N.E. Expressway Atlanta, Georgia 30345 (404) 320-6900	Korea

NOTE: This list includes only those companies manufacturing and/or distributing motorcycles in the U.S. as of April 1, 1988. Although this information was obtained from the most authoritative sources available (individual companies were contacted by the Motorcycle Industry Council), the Motorcycle Industry Council is not responsible for accuracy or completeness.

The Retail Marketplace

MOTORCYCLE RETAIL OUTLETS, EMPLOYEES, AND PAYROLL

Of the estimated 11,294 retail outlets selling motorcycles and related products in the U.S. in 1988, 39% are retail outlets franchised to sell new motorcycles, scooters, or all-terrain vehicles (ATVs), and 61% are retail outlets specializing in motorcycle related parts, accessories, riding apparel, used vehicles, or service, but not franchised to sell new motorcycles, scooters or ATVs.

Motorcycle retail outlets employ an estimated 56,252 employees at an estimated annual payroll of $737 million, including owner and manager salaries and advances.

In all states but Alaska, franchised retail motorcycle dealers have formed non-profit associations to engage in government relations and other activities for the good of the motorcycle industry in their state. The MIC recognizes and supports these state associations with several information exchange programs. The addresses of the state associations are listed on page 44 of this publication.

	1988 Franchised Motorcycle Retail Outlets			1988 Non-Franchised Motorcycle Retail Outlets			1988 Total Motorcycle Retail Outlets		
	# Of Outlets	Est. # Of Employees	Est. Annual Employee Payroll ($000's)	# Of Outlets	Est. # Of Employees	Est. Annual Employee Payroll ($000's)	# Of Outlets	Est. # Of Employees	Est. Annual Employee Payroll ($000's)
Total U.S.	**4,357**	**35,274**	**533,455**	**6,937**	**20,978**	**203,181**	**11,294**	**56,252**	**736,636**
State									
Alabama	76	569	8,975	55	165	1,685	131	834	10,660
Alaska	33	277	4,732	14	45	475	47	322	5,207
Arizona	58	487	8,316	110	352	3,732	168	839	12,048
Arkansas	61	537	7,203	57	171	1,746	118	708	8,949
California	419	3,520	60,076	895	2,864	30,361	1,314	6,384	90,437
Colorado	78	655	11,184	107	342	3,630	185	997	14,814
Connecticut	44	334	5,714	85	247	2,481	129	581	8,195
Delaware	10	76	1,299	17	49	496	27	125	1,795
D.C.	1	8	130	8	23	234	9	31	364
Florida	162	1,426	19,130	302	906	9,252	464	2,332	28,382
Georgia	100	880	11,809	92	276	2,819	192	1,156	14,628
Hawaii	6	50	860	25	80	848	31	130	1,708
Idaho	52	437	7,456	50	160	1,696	102	597	9,152
Illinois	174	1,305	18,220	327	981	8,276	501	2,286	26,496
Indiana	118	885	12,356	250	750	6,327	368	1,635	18,683
Iowa	86	645	9,005	184	552	4,657	270	1,197	13,662
Kansas	75	563	7,853	85	255	2,151	160	818	10,004
Kentucky	52	458	6,141	109	327	3,339	161	785	9,480
Louisiana	75	660	8,857	86	258	2,635	161	918	11,492
Maine	40	304	5,194	59	171	1,722	99	475	6,916
Maryland	48	365	6,233	62	180	1,810	110	545	8,043
Massachusetts	67	509	8,700	141	409	4,116	208	918	12,816
Michigan	169	1,268	17,696	303	909	7,668	472	2,177	25,364
Minnesota	102	765	10,680	176	528	4,454	278	1,293	15,134
Mississippi	53	466	6,259	41	123	1,256	94	589	7,515
Missouri	96	720	10,052	121	363	3,062	217	1,083	13,114
Montana	59	496	8,459	32	102	1,086	91	598	9,545
Nebraska	67	503	7,016	49	147	1,240	116	650	8,256
Nevada	25	210	3,584	38	122	1,289	63	332	4,873
New Hampshire	41	312	5,324	39	113	1,138	80	425	6,462
New Jersey	77	585	9,999	170	493	4,962	247	1,078	14,961
New Mexico	35	294	5,018	46	147	1,560	81	441	6,578
New York	207	1,573	26,880	405	1,175	11,822	612	2,748	38,702
North Carolina	106	933	12,517	114	342	3,493	220	1,275	16,010
North Dakota	38	285	3,979	23	69	582	61	354	4,561
Ohio	172	1,290	18,010	574	1,722	14,527	746	3,012	32,537
Oklahoma	61	537	7,203	85	255	2,604	146	792	9,807
Oregon	79	664	11,327	87	278	2,951	166	942	14,278
Pennsylvania	223	1,695	28,957	415	1,204	12,114	638	2,899	41,071
Rhode Island	12	91	1,558	28	81	817	40	172	2,375
South Carolina	46	405	5,432	57	171	1,746	103	576	7,178
South Dakota	38	285	3,979	24	72	607	62	357	4,586
Tennessee	92	810	10,864	102	306	3,125	194	1,116	13,989
Texas	249	2,191	29,404	317	951	9,712	566	3,142	39,116
Utah	48	403	6,882	50	160	1,696	98	563	8,578
Vermont	25	190	3,246	31	90	905	56	280	4,151
Virginia	82	722	9,683	97	291	2,972	179	1,013	12,655
Washington	101	848	14,481	127	406	4,308	228	1,254	18,789
West Virginia	40	304	5,194	46	133	1,343	86	437	6,537
Wisconsin	138	1,035	14,450	210	630	5,315	348	1,665	19,765
Wyoming	41	344	5,879	10	32	339	51	376	6,218

Note: A **franchised motorcycle outlet** is defined as a motorcycle retail outlet franchised to sell new motorcycles, scooters, or all-terrain vehicles (ATVs). A **non-franchised motorcycle outlet** is defined as a motorcycle retail outlet specializing in the sale of either motorcycle related parts, accessories, riding apparel, used vehicles, or service, but not franchised to sell new motorcycles, scooters, or ATVs. Because of differences in list sources, direct comparisons should not be made between the number of **non-franchised** outlets each year.

Source: 1988 Motorcycle Retail Outlet Study, Motorcycle Industry Council, Inc., Irvine, California, August 1988.
1987 Motorcycle Retail Outlet Profile Survey, Motorcycle Industry Council, Inc., Irvine, California, June 1988.

MOTORCYCLE OUTLET RETAIL SALES

1987 motorcycle, scooter and ATV related sales and services by all retail outlets nationwide are estimated to be $4.9 billion, of which $4.1 billion were generated by outlets franchised to sell new motorcycles, scooters and ATVs, and $0.8 billion by non-franchised motorcycle outlets which include parts, accessory, used vehicle and service stores.

New motorcycles, scooters, and ATVs represented half (51%) of the total 1987 related retail sales and services. Parts, accessories, and riding apparel represented about 28%, used vehicles 10%, and service labor 9%. Other related sales, such as insurance premiums and extended warranties, accounted for about 2% of the total motorcycle, scooter and ATV related retail sales and services.

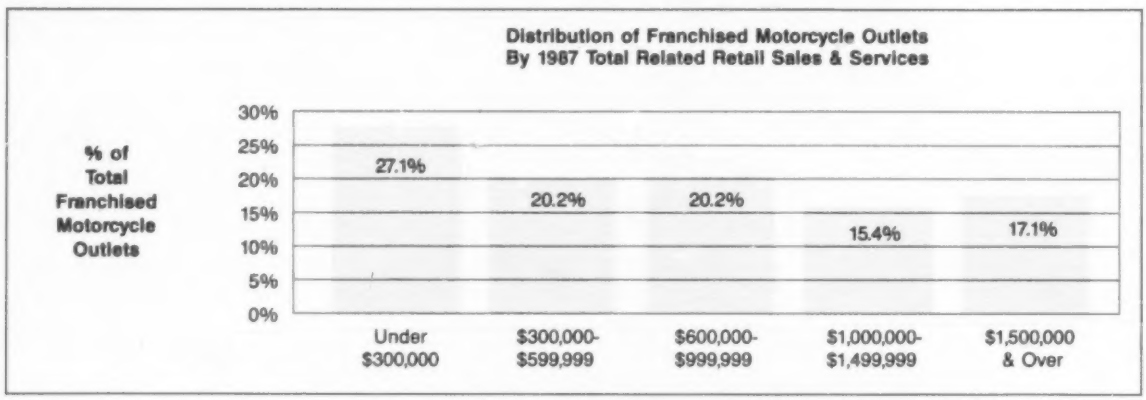
The distribution of franchised and non-franchised motorcycle outlets by the 1987 total motorcycle and ATV related retail sales and services is shown below.

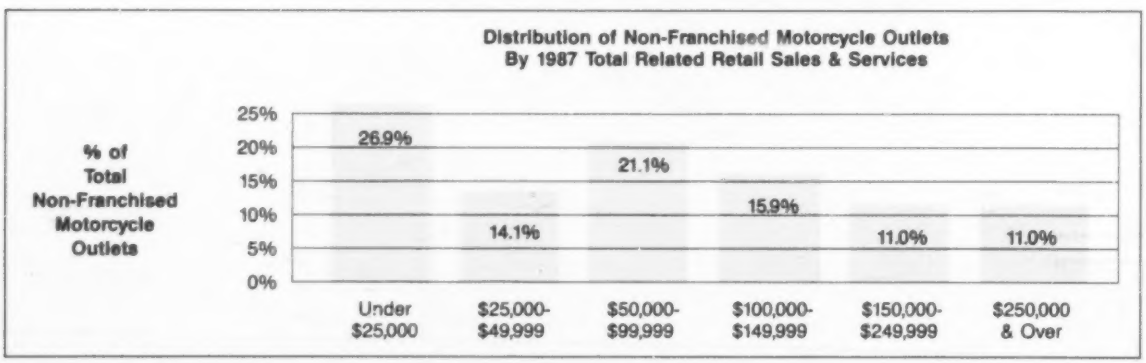
1987 ESTIMATED RETAIL SALES BY U.S. MOTORCYCLE OUTLETS

	1987 Estimated Motorcycle Related Retail Sales					
	Franchised M/C Outlets	% of Total	Non-Franchised M/C Outlets	% of Total	All Motorcycle Retail Outlets	% of Total
New Motorcycles, Scooters & ATVs	$2,518,000,000	60.8%	$ 0	0.0%	$2,518,000,000	51.3%
Used Motorcycles, Scooters & ATVs	430,600,000	10.4%	79,300,000	10.3%	509,900,000	10.4%
Parts, Accessories, & Riding Apparel	815,700,000	19.7%	544,100,000	70.7%	1,359,800,000	27.7%
Service Labor	294,000,000	7.1%	146,200,000	19.0%	440,200,000	9.0%
Other M/C Related Sales	82,700,000	2.0%	0	0.0%	82,700,000	1.6%
Total M/C Related Sales	$4,141,000,000	100.0%	$ 769,600,000	100.0%	$4,910,600,000	100.0%

NOTE: Comparisons can not be made with prior years due to revisions in new vehicle sales estimates and differences in dealer list sources. See page 24 for outlet definitions.

DISTRIBUTION OF MOTORCYCLE OUTLETS BY 1987 RETAIL SALES





Source: 1987 Motorcycle Retail Outlet Study, Motorcycle Industry Council, Inc., Irvine, California, May 1987.
1987 Motorcycle Retail Outlet Profile Survey, Motorcycle Industry Council, Inc., Irvine, California, June 1988.

MOTORCYCLE RETAIL OUTLET PROFILE

In 1987 the typical franchised motorcycle outlet employed an average of 8.1 persons annually at an average annual payroll of $122,000. The franchised motorcycle outlet had been in business at the same location for an average of 13 years and under its current ownership for an average of 12 years. Franchised motorcycle outlets sold an average of 159 new and 31 used motorcycle, scooter, and ATV units in 1987. The average total motorcycle related sales and services for a franchised motorcycle outlet was $647,000 in 1987.

In 1987 the typical non-franchised motorcycle outlet employed an average of 3.1 persons annually at an average annual payroll of $30,000. The non-franchised motorcycle outlets had been in business at the same location for an average of 7 years and under its current ownership for an average of 8 years. The average total motorcycle related sales and services for a non-franchised motorcycle outlet was $111,000 in 1987. The distribution by type of motorcycle related sales and services for both franchised and non-franchised outlets is shown below.

1987 MOTORCYCLE RETAIL OUTLET PROFILE

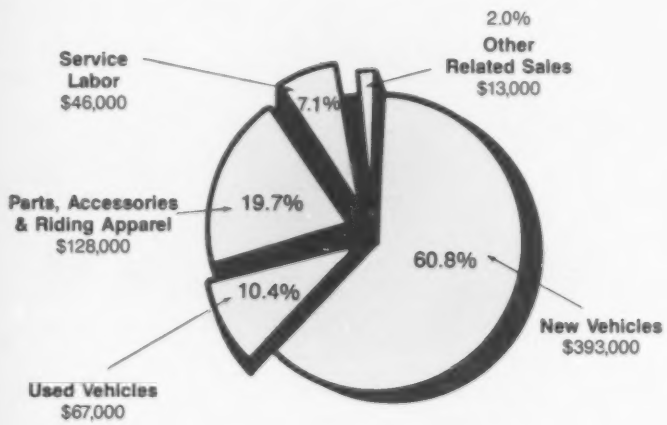
	Franchised M/C Outlet	Non-Franchised M/C Outlet
	Average	Average
Number of Employees	8.1	3.1
Full-Time	6.9	2.2
Part-Time	1.2	0.9
Employee Payroll (Including owner's and mgr's salary and advances)	$122,000	$30,000
Years At Same Location (Under current & previous ownership)	13.0	7.0
Years Under Current Ownership (Whether or not at this location)	12.0	8.0
Advertising & Promotional Expenditures	$ 9,000	$ 1,000
New Motorcycle, Scooter, & ATV Unit Sales	159	N/A
Used Motorcycle, Scooter, & ATV Unit Sales	31	N/A
Number of New Brands Carried	1.8	N/A

Note: See page 24 for outlet definitions

DISTRIBUTION OF MOTORCYCLE RELATED SALES PER OUTLET

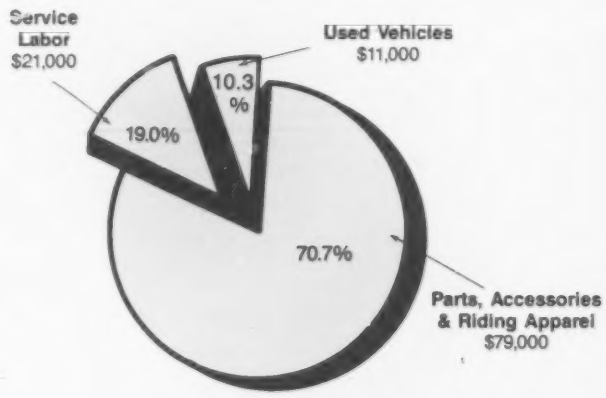
Franchised Motorcycle Outlet

Total - $647,000



Non-Franchised Motorcycle Outlet*

Total - $111,000



* Represents average distribution of sales by all non-franchised outlets combined and may not be typical of individual motorcycle parts, accessory, or service outlets.

Source: 1987 Motorcycle Retail Outlet Profile Survey, Motorcycle Industry Council, Inc., Irvine, California, June 1988.

Motorcycle Usage

U.S. MOTORCYCLE USAGE ON-HIGHWAY AND OFF-HIGHWAY BY STATE

Of the 7.5 million motorcycles, scooters and ATVs in use in 1987, it is estimated that 4.03 million were used on public roads and 4.10 million were used off-highway some of the time.

Of the 4.03 million motorcycles used on-highway, the majority (87%) were on-highway motorcycles. Dual purpose motorcycles accounted for 8% of the motorcycles used on-highway.

Of the 4.10 million motorcycles and ATVs used off-highway at some time, the majority were off-highway motorcycles and ATVs (79%), while dual purpose motorcycles accounted for 14%. Only 7% of the on-highway motorcycles were used off-highway in 1987.

MOTORCYCLES USED ON AND OFF-HIGHWAY IN 1987

	U.S. Total	Model Type		
		On-Highway	Off-Highway	Dual Purpose
Total Motorcycles in Use (% of total in use)	7,500,000 (100%)	3,600,000 (100%)	3,230,000 (100%)	670,000 (100%)
Motorcycles Used On-Highway at Some Time (% of total in use)	4,027,000 (54%)	3,488,000 (97%)	222,800 (7%)	316,200 (47%)
Motorcycles Used Off-Highway at Some Time (% of total in use)	4,104,000 (55%)	295,200 (8%)	3,230,000 (100%)	578,800 (86%)

MOTORCYCLE USAGE BY STATE IN 1987

State	Total Motorcycles In Use	Motorcycles Used On-Highway At Some Time	Motorcycles Used Off-Highway At Some Time
Alabama	159,800	68,100	106,100
Alaska	39,700	10,000	33,300
Arizona	127,400	60,800	77,500
Arkansas	136,000	46,900	100,900
California	955,000	564,600	471,300
Colorado	109,500	60,200	60,200
Connecticut	81,000	53,100	34,000
Delaware	14,300	7,600	7,800
D.C.	2,000	1,900	200
Florida	303,900	179,800	141,900
Georgia	197,400	87,600	120,900
Hawaii	Not Available		
Idaho	63,000	26,200	44,600
Illinois	268,700	182,600	107,200
Indiana	190,000	111,600	93,100
Iowa	140,800	100,000	51,600
Kansas	82,900	50,400	39,800
Kentucky	94,800	41,500	61,500
Louisiana	157,600	60,900	109,300
Maine	60,600	32,800	32,600
Maryland	91,400	57,100	41,700
Mass.	122,700	78,700	52,700
Michigan	308,000	152,700	179,200
Minnesota	175,600	95,600	94,000
Mississippi	92,600	31,800	68,500
Missouri	154,000	65,300	101,200
Montana	44,200	17,900	31,600
Nebraska	64,200	32,100	37,800
Nevada	38,300	17,500	24,200
N.H.	61,300	35,200	30,600
New Jersey	138,300	81,900	67,100
New Mexico	54,400	28,100	31,900
New York	345,400	210,100	161,100
North Carolina	169,600	77,200	106,200
North Dakota	33,800	17,600	19,500
Ohio	312,400	185,900	149,300
Oklahoma	119,000	58,600	72,900
Oregon	128,900	62,700	77,700
Pennsylvania	302,300	154,400	172,900
Rhode Island	25,300	19,200	7,800
South Carolina	72,400	40,100	38,100
South Dakota	33,600	18,300	18,400
Tennessee	178,500	73,700	120,700
Texas	483,600	264,300	260,700
Utah	103,900	41,100	74,300
Vermont	22,900	11,300	13,500
Virginia	150,500	84,000	79,200
Washington	183,400	103,200	97,000
West Virginia	80,000	27,000	60,500
Wisconsin	197,900	127,200	86,500
Wyoming	27,200	10,600	19,600
U.S. Totals	7,500,000	4,027,000	4,104,000

Note: See page 6 for model type definitions.
Includes scooters and ATVs, and excludes mopeds and nopeds.
The 1984 - 1987 estimates are comparable only to the 1980 and revised 1979 estimates.

Source: 1987 Estimated Motorcycle Population and Usage, Motorcycle Industry Council, Inc., Irvine, CA.

PUBLIC LAND AND OFF-HIGHWAY MOTORCYCLE STATISTICS BY STATE

Excluding Alaska which is predominantly public land, over one fifth (22%) of the total U.S. acreage, or 419 million acres, is public land managed by Federal and state government. Of this 419 million acres, 86% is in the western states.

In 1987 an estimated 4.1 million motorcycles and ATVs were used for off-highway recreational purposes. In 1987 the off-highway motorcycle and ATV industry generated an estimated $3.3 billion in consumer sales and services, and state taxes and licensing, of which $1.2 billion is attributed to the retail sales of 552,000 new motorcycles and ATVs.

1987 PUBLIC LAND AND OFF-HIGHWAY MOTORCYCLE STATISTICS BY STATE

State	Total Acreage	(1) Public Land Acreage Fed. Gov't.	State Gov't.	% of State	(2) 1987 Sales of Of New Mcs. Used Off-Hwy At Some Time	(3) Total Mcs. Used Off-Hwy At Some Time	(4) 1987 Est. Annual Economic Value Of Off-Hwy Retail Mrktplace	Off-Hwy Mc. Penetration Off-Hwy Mcs. Per 100 Pop.	Off-Hwy Mcs. Per 1000 Public Acres
	(000)	(000)	(000)				($000)		
Alabama	32,678	1,132	48	3.6	17,200	106,100	$ 103,142	2.6	89.9
Alaska	365,482	318,357	3,132	88.0	3,600	33,300	28,634	6.3	0.1
Arizona	72,688	31,673	79	43.7	6,600	77,500	41,005	2.3	2.4
Arkansas	33,599	3,399	44	10.2	16,100	100,900	114,909	4.2	29.3
California	100,207	46,323	1,247	47.5	58,400	471,300	347,798	1.7	9.9
Colorado	66,486	24,189	328	36.9	6,400	60,200	44,973	1.8	2.5
Connecticut	3,135	14	181	6.2	5,300	34,000	30,817	1.1	174.4
Delaware	1,266	30	11	3.2	1,300	7,800	7,380	1.2	190.2
Dist. of Columbia	39	11	N/A	28.2	N/A	200	N/A	0.0	18.2
Florida	34,721	4,280	272	13.1	20,800	149,700	92	1.2	32.9
Georgia	37,295	2,299	61	6.3	21,200	126,900	108,933	2.0	53.8
Hawaii	4,106	687	25	17.3	N/A	N/A	107,261	0.0	0.0
Idaho	52,933	33,759	93	64.0	4,900	44,600	34,380	4.5	1.3
Illinois	35,795	500	335	2.3	13,500	107,200	75,928	0.9	128.4
Indiana	23,158	437	54	2.1	12,500	93,100	69,605	1.7	189.6
Iowa	35,860	160	83	0.7	6,700	51,600	43,802	1.8	212.3
Kansas	52,511	582	37	1.2	4,900	39,800	36,175	1.6	64.3
Kentucky	25,512	1,401	43	5.7	10,000	61,500	61,062	1.7	42.6
Louisiana	28,868	1,181	38	4.2	11,700	109,300	73,794	2.5	89.7
Maine	19,848	150	72	1.1	3,800	32,600	25,907	2.7	146.8
Maryland	6,319	197	270	7.4	6,500	41,700	35,290	0.9	89.3
Massachusetts	5,035	83	265	6.9	9,000	52,700	48,283	0.9	151.4
Michigan	36,492	3,529	251	10.4	31,400	179,200	197,244	1.9	47.4
Minnesota	51,206	3,460	3,236	13.1	12,400	94,000	73,628	2.2	14.0
Mississippi	30,223	1,678	21	5.6	8,500	68,500	56,138	2.6	40.3
Missouri	44,248	2,072	105	4.9	18,900	101,200	111,116	2.0	46.5
Montana	93,271	28,236	51	30.3	3,500	31,600	25,798	3.9	1.1
Nebraska	49,032	714	147	1.8	7,400	37,800	43,105	2.4	43.9
Nevada	70,264	59,815	145	85.3	3,900	24,200	27,111	2.4	0.4
New Hampshire	5,769	740	29	13.3	5,000	30,600	32,042	2.9	39.8
New Jersey	4,813	151	298	9.3	9,400	67,100	55,994	0.9	149.4
New Mexico	77,766	25,871	119	33.4	2,700	31,900	18,555	2.1	1.2
New York	30,681	1,460	256	5.6	18,900	161,100	114,251	0.9	93.9
No. Carolina	31,403	2,219	124	7.5	18,900	106,200	94,468	1.7	45.3
North Dakota	44,452	1,942	15	4.4	1,500	19,500	10,355	2.9	10.0
Ohio	26,222	322	193	2.0	21,600	149,300	126,108	1.4	289.9
Oklahoma	44,088	867	95	2.2	6,000	72,900	36,728	2.2	75.8
Oregon	61,599	30,031	89	48.9	10,300	77,700	68,321	2.9	2.6
Pennsylvania	28,804	639	282	3.2	25,700	172,900	155,747	1.4	187.7
Rhode Island	677	5	9	2.1	1,100	7,800	5,677	0.8	557.1
So. Carolina	19,374	1,169	79	6.4	5,800	38,100	29,821	1.1	30.5
So. Dakota	48,882	2,733	92	5.8	2,000	18,400	14,145	2.6	6.5
Tennessee	26,728	1,988	133	7.9	17,600	120,700	104,239	2.5	56.9
Texas	168,218	3,335	206	2.1	25,500	260,700	160,475	1.6	73.6
Utah	52,697	33,569	116	63.9	5,600	74,300	46,254	4.4	2.2
Vermont	5,937	322	171	8.3	1,900	13,500	14,375	2.5	27.4
Virginia	25,496	2,455	53	9.8	12,300	79,200	70,220	1.3	31.6
Washington	42,694	12,459	249	29.8	10,700	97,000	59,812	2.1	7.6
West Virginia	15,411	1,165	206	8.9	10,200	60,500	71,865	3.2	44.1
Wisconsin	35,011	1,890	119	5.7	11,200	86,500	68,062	1.8	43.1
Wyoming	62,343	31,431	120	50.6	1,700	19,600	13,265	4.0	0.6
U.S. Total	2,271,342	727,111	13,727	32.6	552,000	4,104,000	$ 3,344,089	1.7	5.5

Note: The 1987 sales, population, and economic figures above are not comparable to prior year estimates due to sales and population revisions. Includes competition motorcycles and three and four-wheeled all-terrain vehicles.

Source: (1) Statistical Abstract of the United States, 1987, U.S. Department of Commerce, Bureau of Census. Includes state park and recreation areas only.
(2) Derived from MIC Manufacturers Shipment Reporting System, 1987 Annual Report.
(3) 1987 Estimated Motorcycle Population and Usage, Motorcycle Industry Council, Inc., Irvine, CA.
(4) Derived from "Economic Value of the Motorcycle Retail Marketplace, " on page 11, by M.I.C. Includes retail sales of motorcycles and ATVs (new and used) and parts and accessories, dealer servicing, product advertising, vehicle financing charges, insurance premiums, dealer personnel salaries, state sales and dealer personal income taxes, and vehicle registration fees.

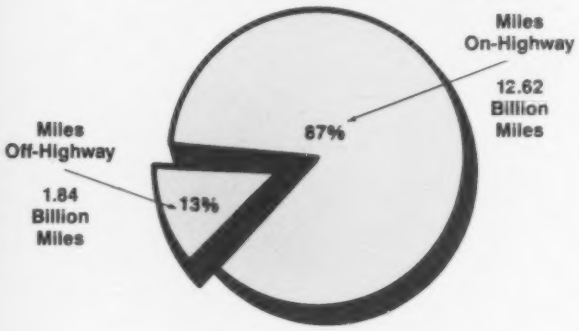
MILES TRAVELED ON AND OFF-HIGHWAY BY MODEL TYPE

It is estimated that the 7.5 million motorcycles, scooters, and ATVs in use traveled roughly 14.5 billion miles (including miles traveled off-highway), compared to an estimated 1,894 billion miles traveled by all other motor vehicles in 1987. 87% of the total motorcycle mileage in 1987 was on public highways and the remaining 13% was off-highway. On-highway motorcycles accounted for the majority (85%) of motorcycle travel, while travel on dual purpose and off-highway motorcycles, including ATVs, represented 5% and 10% respectively.

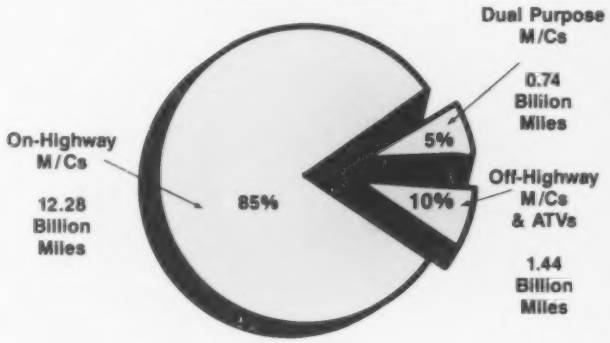
The majority (96%) of motorcycle mileage on public roads was accumulated by on-highway motorcycles, while only 4% of the mileage was traveled on dual purpose motorcycles. Off-highway motorcycles and ATVs accumulated over three fourths (78%) of the miles traveled off-highway, and the remaining 22% was divided between dual purpose motorcycles with 16% and on-highway motorcycles with 6%.

14.5 BILLION MOTORCYCLE MILES TRAVELED IN 1987

Miles On-Highway and Off-Highway



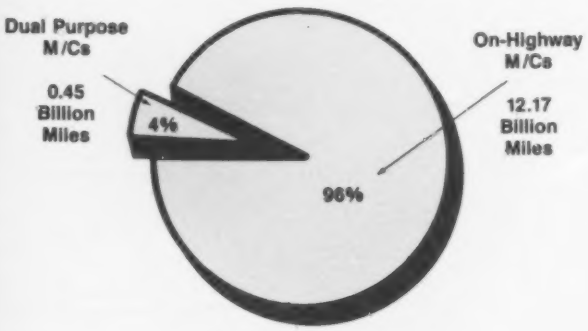
Miles by Model Type



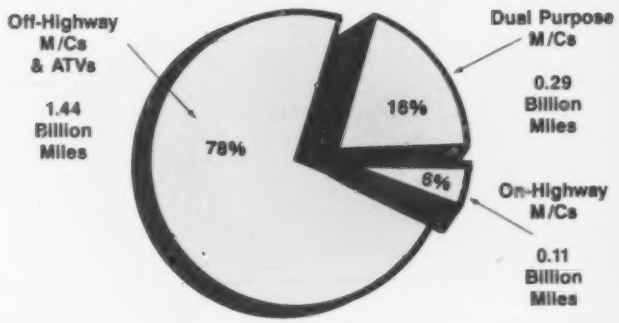
MOTORCYCLE USAGE

ON & OFF-HIGHWAY MILEAGE BY MODEL TYPE

Mileage On-Highway



Mileage Off-Highway



Note: The 1987 figures above are comparable only to 1986, 1985, and 1980 estimates.

Source: Derived by the Motorcycle Industry Council from the following sources:
1987 Estimated Motorcycle Population and Usage, Motorcycle Industry Council, Inc., Irvine, CA.
1985 Survey of Motorcycle Ownership and Usage, *conducted for the Motorcycle Industry Council by Burke Marketing Research,Inc.*,

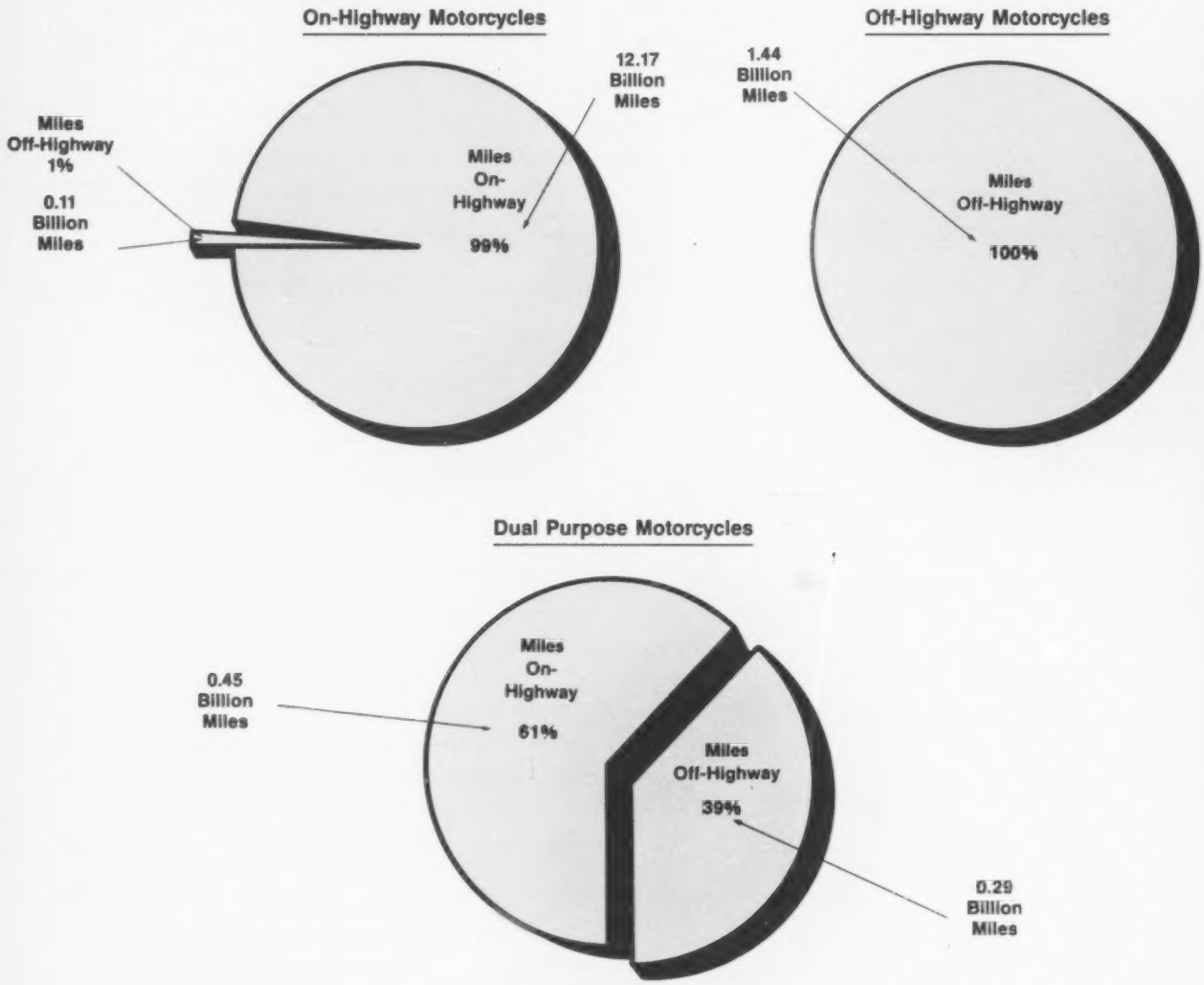
MILES TRAVELED BY MODEL TYPE FOR ON AND OFF-HIGHWAY

Of the total miles traveled by on-highway motorcycles in 1987, it is estimated that 99% was on public highways and the remaining 1% off-highway.

It is assumed that all of the mileage by off-highway motorcycles and ATVs was off public roads since these vehicles do not comply with the Federal Motor Vehicle Safety Standards for use on public roads.

Mileage by dual purpose motorcycles was somewhat greater on-highway (61%) than mileage off-highway (39%) in 1987.

ON & OFF-HIGHWAY MILEAGE BY MODEL TYPE



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Source: Derived by the Motorcycle Industry Council from the following sources:
1987 Estimated Motorcycle Population and Usage, Motorcycle Industry Council, Inc., Irvine, CA.
1985 Survey of Motorcycle Ownership and Usage, conducted for the Motorcycle Industry Council by Burke Marketing Research, Inc., Cincinnati, Ohio, February 1986.

MOTORCYCLE AVERAGE ANNUAL MILEAGE

In 1987 motorcycles ridden on-highway traveled an average of 3,318 miles. On-highway motorcycles tend to travel more than twice the distance traveled by dual purpose motorcycles on public highways. Motorcycles and ATVs ridden off-highway traveled an average of 449 miles in 1987. Off-highway motorcycles and ATVs combined tend to travel about the same distance off-highway as dual purpose motorcycles.

Based on 1985 consumer research, the majority of on-highway (79%) and off-highway (73%) riding occurred in the spring and summer. Riding in rural areas accounted for 41% of the miles ridden on-highway and 65% of the miles ridden off-highway. Weekend riding accounted for about half (52%) of on-highway riding and two thirds (68%) of off-highway riding.

AVERAGE ANNUAL MILEAGE TRAVELED IN 1987

Average Annual Mileage Traveled in 1987	Total Motorcycles	On-Highway Motorcycles	Off-Highway Motorcycles & ATVs	Dual Purpose Motorcycles
On-Highway	3,318	3,488	—	1,441
Off-Highway	449	368	447	501

ANNUAL MILEAGE BY SEASON, RIDING AREA, WEEKENDS

	Average % of Annual Mileage*	
	On-Highway	Off-Highway
By Season		
Spring	27%	28%
Summer	52%	45%
Fall	16%	18%
Winter	5%	10%
By Riding Area		
Major Cities	21%	21%
Suburban Areas	38%	14%
Rural Areas	41%	65%
On Weekends	52%	68%

*Percentages are mean averages and therefore do not always add up to 100%.

Source: 1985 Survey of Motorcycle Ownership and Usage, conducted for the Motorcycle Industry Council by Burke Marketing Research, Inc., Cincinnati, Ohio, February 1986.
1987 Estimated Motorcycle Population and Usage, Motorcycle Industry Council, Inc., Irvine, CA.

ON-HIGHWAY MOTORCYCLE FUEL ECONOMY AND COMMUTING

On average, motorcycles used on-highway are about twice as fuel-efficient as most new automobiles. Motorcycles used on-highway travel from about 40 to 120 miles per gallon of gasoline, depending on the size of the engine.

Of the 4.0 million motorcycles used on-highway, an estimated 2.5 million were used to commute to work or school at some time in 1987. The average number of days commuted in a four week period was 7, and the average number of miles commuted round trip was 23.

1988 MOTORCYCLE FUEL ECONOMY FIGURES

	Estimated Average Miles Per Gallon*	
Engine Displacement	On-Highway Motorcycles	Dual Purpose Motorcycles
Under 125 cc	120	99
125-349 cc	77	97
350-449 cc	54	66
450-749 cc	54	57
Over 749 cc	43	—

* Derived from manufacturer exhaust emission test results. The U.S. EPA requires manufacturers to certify exhaust emissions for all 50 cc and greater on-highway and dual purpose motorcycles. The EPA does not require fuel economy testing for motorcycles. However, fuel economy figures can be derived from the exhaust emission test results. MPG figures were derived in this way from 60, 1988 test vehicles produced by the four leading manufacturers which represent about 92% of the motorcycle sales nationwide.

MOTORCYCLE COMMUTING

Motorcycles Used to Commute to Work or School in 1987 (at some time)	2,500,000
Average Days Commuted in 4 Week Period	7 Days
Average Miles Commuted Round Trip	23 Miles

Source: MPG figures derived from tests performed by manufacturers in accordance with the U.S. EPA motorcycle exhaust emission certification test procedures.

1985 Survey of Motorcycle Ownership and Usage, conducted for the Motorcycle Industry Council by Burke Marketing Research, Inc., Cincinnati, Ohio, February 1986.

MOTORCYCLE RIDER EDUCATION PROGRAMS

It has become apparent in recent years that rider education and training are important steps in motorcycle accident prevention. Motorcycle accident statistics indicate that a substantial percentage of such accidents involve riders with limited experience and training.

Prior to 1973 there were few organized education and training programs to instruct beginners in safe motorcycle operation. Since 1973, the Motorcycle Safety Foundation (MSF), a private nonprofit traffic safety organization, has been successful in developing a motorcycle rider education program which includes instructor preparation and classroom and on-cycle rider instruction and is available to the public, as well as private schools and organizations.

MOTORCYCLE SAFETY FOUNDATION RIDER EDUCATION PROGRAMS

The Motorcycle Safety Foundation's rider education program curriculum, known as the *Motorcycle RiderCourse: Riding and Street Skills* (MRC:RSS) is research-based and field-evaluated, and offers the latest in teaching techniques and instructional guidelines, as well as providing a complete set of educational materials.

The introductory course for new motorcyclists was published in 1976 as the Motorcycle Rider Course (MRC) and is still in use. Additionally, a revised MRC, the Motorcycle RiderCourse:Riding and Street Skills (MRC:RSS) was introduced in 1986. The MRC:RSS is presently used nationally by statewide program coordinators, all branches of the military, and independent sponsors. An Experienced Rider Course is also available. For the nearest course location, call toll free (800) 447-4700.

Trained Instructors play an important part in the success of a rider education course. MSF Chief Instructors have trained close to 14,000 Instructors since 1973. Instructors complete a course of instruction that includes performance evaluation as a teacher and a motorcycle rider.

Motorcycle manufacturers and dealers cooperate by making motorcycles available for student use in the MRC:RSS training programs. 3,000 motorcycles were loaned to recognized sponsors in 1987.

Through these combined efforts motorcyclists have an opportunity to learn to ride safely. Courses meeting MSF minimum standards have prepared nearly 550,000 students since the program originated in 1973.

Many such courses are now supported, in part, with funds generated by state legislation. The Foundation's goal is to continue this quality rider education effort for the benefit of the motorcycle riding public.

Instructor Preparation

124 Chief Instructors prepared Instructors with MSF materials in 1987.

13,894 Instructors have been prepared with MSF assistance since 1973.

Rider Education Programs

Nearly 550,000 students have completed courses meeting MSF standards since 1973.

738 sites offered quality rider education courses in 1987.

507 were public sites and 231 were military sites.

The MSF rider education programs have been implemented in 50 states.

Source: Motorcycle Safety Foundation, Irvine, California

STATE MOTORCYCLE RIDER EDUCATION PROGRAMS

Many state motorcycle rider education programs are supported, in part, with funds provided by state legislation. In recent years a number of states have recognized the benefits of motorcycle rider education, and have enacted legislation to provide motorcycle safety programs. Thus far, 30 states have passed motorcycle rider education legislation, 28 of which include funding through motorcycle license or registration fees, or from special legislative appropriations.

Some states also supplement their programs with Federal highway safety funds.

STATE MOTORCYCLE RIDER EDUCATION PROGRAMS

State	MSF Recognized Rider Education Sites in 1987	MSF Rider Education Course Graduates in 1987	MSF Rider Education Instructors Active in 1987	State Legislation For Rider Education Programs (Effective Date)	Estimated Annual State Funding
Alabama	8	738	36	No	None
Alaska	12	124	15	No	None
Arizona	13	938	73	Yes (7/24/81)	$ 78,000
Arkansas	6	158	39	No	None
California	80	10,613	428	Yes (1/1/86)	$ 1.4 mil
Colorado	11	1,047	51	No	None
Connecticut	11	990	68	Yes (7/1/82)	$122,000
Delaware	7	388	29	Yes (7/1/85)	$ 85,000
District of Columbia	1	19	7	No	None
Florida	37	3,628	186	Yes (10/1/87)	$600,000
Georgia	18	1,215	63	Yes (1/1/85)	$254,000
Hawaii	8	954	31	Yes (Amended '87)	N/A
Idaho	3	108	17	No	None
Illinois	50	7,369	281	Yes (1/1/82)	$964,000
Indiana	13	1,522	115	Yes (1/1/87)	$271,000
Iowa	33	1,483	149	Yes (7/1/87)	$260,000
Kansas	15	670	37	Yes (9/1/82)	$210,000
Kentucky	5	680	21	No	None
Louisiana	7	1,419	23	Yes (7/6/87)	$104,000
Maine	8	158	21	Yes (7/16/86)	$ 76,000
Maryland	11	1,953	121	Yes (7/1/83)	$600,000
Massachusetts	6	486	52	Yes (4/7/87)	$190,000
Michigan	38	2,427	176	Yes (1/1/84)	$750,000
Minnesota	19	1,422	112	Yes (7/1/82)	$300,000
Mississippi	4	355	15	No	None
Missouri	5	484	66	No	None
Montana	3	110	3	No	None
Nebraska	17	349	51	Yes (8/15/81)	$ 70,000
Nevada	4	449	17	No	None
New Hampshire	1	74	7	No	None
New Jersey	5	282	36	No	None
New Mexico	5	2,147	63	Yes (7/1/83)	$ 85,000
New York	14	741	134	No	None
North Carolina	9	439	56	No	None
North Dakota	14	1,048	55	Yes (1/1/80)	$141,000
Ohio	15	727	78	Yes (3/11/87)	$1.2 mil.
Oklahoma	8	399	31	No	None
Oregon	7	747	71	Yes (10/15/83)	$150,000
Pennsylvania	32	7,631	165	Yes (7/1/84)	$1 mil.
Rhode Island	3	2,467	15	Yes (1/1/79)	None
South Carolina	7	636	36	No	None
South Dakota	10	411	25	Yes (7/1/82)	$ 54,000
Tennessee	9	428	55	Yes (7/1/88)	$250,000
Texas	55	3,938	234	Yes (9/1/83)	$187,000
Utah	3	438	15	No	None
Vermont	0	—	—	No	None
Virginia	31	3,187	185	Yes (5/1/85)	$237,000
Washington	27	2,237	90	Yes (6/10/82)	$450,000
West Virginia	1	—	7	No	None
Wisconsin	26	1,125	120	Yes (5/1/82)	$152,500
Wyoming	3	3	5	No	None
TOTAL U.S. *	738	71,361	3,786		

* Excludes military totals overseas.

Source: Motorcycle Safety Foundation, Irvine, California.

STATE MOTORCYCLE OPERATOR LICENSING PROGRAMS

Each year the Motorcycle Safety Foundation surveys the licensing authorities in the nation's 51 licensing jurisdictions on motorcycle operator licensing programs.

The table below summarizes the use of MSF materials in the state motorcycle operator licensing programs. The Foundation's licensing department provides technical assistance and examiner training for states adopting the MOST and the Alternate MOST.

1988 STATE MOTORCYCLE OPERATOR LICENSING PROGRAMS

MOTORCYCLE USAGE

1988 STATE	TYPE OF SKILL TEST	MOM ADOPTION	MOB KNOWLEDGE TEST	WAIVER FOR RIDER EDUCATION	SHARING THE ROAD WITH MOTORCYCLES ADOPTION	NUMBER OF MOTORCYCLE TESTING SITES	NUMBER OF DRIVER LICENSE EXAMINERS	NUMBER OF LICENSED DRIVERS (AS OF 12/31/88)	NUMBER OF LICENSED MOTORCYCLE OPERATORS (AS OF 12/31/88)	NUMBER OF MOTORCYCLE REGISTRATIONS	TYPE OF VEHICLE REGISTERED AS MOTORCYCLE
Alabama	None	Yes	Yes	N	Yes	N/A	130	2,616,880	10,900	72,000	F,G,J
Alaska	MOST/Alternate	Yes	Yes	N	Yes	32	36	394,930	N/A	14,432	D,F,G,I,J
Arizona	MOST/Alternate	Yes	Yes	N	No	41	150	2,664,439	108,648	78,233	A,B,C,D,F,G,H,K
Arkansas	Off-Street/Alternate	No	No	N	Yes	106	30	1,671,400	61,540	28,119	C,D,E,F,J
California	Off-Street	Yes	Yes	N	No	160	460	17,455,983	792,895	699,200	F,G,H,I,J
Colorado	Alternate[2] Off-Street/On-Street	Yes	Yes	S	Yes	89	159	2,292,473	181,072	108,278	C,D,E,F,G,J
Connecticut[5]	Alternate	Yes	Yes	N	Yes	11	95	2,105,000	156,500	35,000	D,E,F,H,I,J
Delaware	Alternate	Yes	Yes	K,S	Yes	4	18	473,065	31,676	7,316	C,D,E,F
D.C.	MOST/Alternate	No	No	N	Yes	1	11	388,903	8,659	2,378	A,B,C,D,E,F
Florida	MOST/Alternate	Yes	Yes	K,S	No	80	874	9,924,110	344,740	217,290	A,C,D,E,F,J
Georgia	MOST/Alternate	Yes	Yes	N	Yes	56	140	4,500,000	115,394	84,543	A,C,D,E,F,H,I,J
Hawaii	Alternate/On-Street	No	No	N	Yes	13	31	612,101	18,312	11,055	C,D,E,F,I
Idaho	None	No	No	N/A	No	N/A	44	692,403	N/A	50,758	C,D,E,F,G,H,J
Illinois	Off-Street/On-Street Alternate[2]	Yes	Yes	N	No	104	367	7,403,186	536,684	222,500	D,F,G,H,I,J
Indiana	Alternate	Yes	Yes	S	No	37	89	3,761,193	203,674	6,310	B,D,E,F,H
Iowa	Off-Street	Yes	No	S	No	141	36	1,950,940	259,313	172,444	C,D,E,F,I,J
Kansas	Alternate	Yes	Yes	K,S	Yes	113	158	1,656,144	235,796	78,739	B,C,D,G,F,I,J
Kentucky	Off-Street/On-Street	No	No	N	Yes	120	66	2,259,056	N/A	50,355	A,C,D,E,F,I,J
Louisiana	Off-Street	Yes	Yes	S	No	80	350	2,726,830	76,931	93,352	C,F,G,I,J
Maine	Alternate MIT[1] In-traffic	No	No	N	Yes	51	30	817,928	84,507	43,580	C,D,F,G,I,J
Maryland	Alternate[2]	No	Yes	N	Yes	14	112	2,956,260	172,430	58,188	D,F[14]
Massachusetts	On-Street	No	No	N	Yes	35	150	3,902,078	241,600	72,307	D,F,I
Michigan	Alternate[2]/ Off-Street	Yes[4]	No	N	Yes	70	1060	6,195,525	490,243	183,933	C,D,E,F,(I,J,K)[15]
Minnesota	Alternate/On-Street	No	No	N	Yes	101	85	2,973,483	272,317	151,449	A,C,D,F,H,J
Mississippi	MIT	Yes	Yes	S	Yes	91	47	1,850,269	N/A	28,200	F,G,I,J
Missouri	Off-Street	Yes	Yes	N	No	135	146	3,444,873	262,256	65,517	A,D,E,F,H,I,J
Montana	Alternate	Yes	Yes	N	Yes	62	22	686,744	29,900	36,987	A,C,D,E,F,H,J
Nebraska	MIT/Off-Street	Yes	Yes	S	Yes	96	64	1,116,073	55,975	33,077	C,D,E,F,H
Nevada	MOST/Alternate	Yes	Yes	S	Yes	9	20	1,028,351	60,494	33,271	C,D,E,F
New Hampshire	Alternate	No	No	S	Yes	14	24	788,143	95,583	37,262	C,D,E,F,H,J
New Jersey	Off-Street/On-Street	Yes	No	N	No	30	100	5.2 million	210,000	98,000	C,D,E,F,J
New Mexico	MOST[2]/Alternate	Yes	Yes	K,S	Yes	33	16	1,034,647	760	42,152	D,E,F,H,I,J
New York	On-Street	Yes	No	N	No	107	140	9,947,494	452,702	214,893	F
North Carolina	Off-Street	No	No	N	No	190	267	4,244,176	210,146	71,429	F,H,I,J,K
North Dakota	Alternate	Yes	Yes	N	Yes	57	25	438,282	36,442	28,481	D,E,F,G
Ohio	Off-Street	Yes	No	N	No	94	175	7,402,416	574,278	267,731	D,F,J
Oklahoma	MIT[3]	Yes	Yes	N	Yes	93	73	2,732,233	4,958	104,457	C,D,E,F,G,H,J
Oregon	MOST[2]/Alternate On-Street	Yes	Yes	N	No	44	199	1,997,520	211,111	89,886	C,D,E,F,I,J
Pennsylvania	Off-Street	Yes	Yes	K,S	No	77	101	7,691,269	452,754	190,345	F,J
Rhode Island	Alternate	No	No	K,S	No	N/A	N/A	N/A	N/A	N/A	A,B,C,D,E,F,G,H,I,J,L
South Carolina	Off-Street	No	Yes[4]	N	Yes	55	125	2,186,067	61,477	37,865	D,F,H,J
South Dakota	MOST/Alternate	Yes	Yes	K,S	Yes	88	45	520,898	N/A	38,956	A,B,C,D,F,G
Tennessee	Alternate/On-Street	Yes	Yes	N	Yes	103	222	3,057,359	192,225	102,831	C,D,E,F,J
Texas	On-Street	Yes	Yes	N	No	178	337	11,141,583	681,464	309,008	D,E,F,G,H,I,J
Utah	MOST[3]	Yes	Yes	N	No	15	54	1,100,000	228,000	N/A	A,C,D,E,F,G,H,I,J
Vermont	Alternate	Yes	No	N	Yes	11	13	419,261	45,665	21,693	A,D,E,F
Virginia	Alternate[1]/Off-Street On-Street	Yes	Yes	N	Yes	119	174	3,937,571	210,294	67,719	C,D,E,F,H,J
Washington	Alternate	Yes	Yes	N	Yes	57	285	3,134,330	273,232	122,751	D,F,H,J
West Virginia	None	No	No	N/A	No	N/A	41	1,303,400	102	27,067	F,G,J
Wisconsin	MIT	Yes	Yes	N	Yes	124	200	3,288,517	311,678	186,020	D,F
Wyoming	Off-Street	Yes	Yes	N	Yes	37	83	386,117	40,314	21,428	A,B,D,E,F,J

1. In some sites as a pilot or research project
2. Some sites
3. Only 14 and 15 year olds licensed
4. On-Street used for three-wheel vehicle testing only
5. 1985 figures

MOST - Motorcycle Operator Skill Test
Alternate - Alternate MOST
MIT - Motorcyclist In-Traffic Test
Alternate MIT

Parts of Motorcycle Test Waived for Rider Course Graduates

P — Partial
N — None
K — Knowledge
S — Skill
X — If in Control Group

Vehicles Registered as Motorcycles

A - 3-wheel all-terrain vehicle
B - All-terrain with more than 3 wheels
C - 3-wheel service vehicle (cushman type)
D - Modified 3-wheel (straddle seat)
E - Modified 3-wheel (bench seat)
F - Motorcycle with side car
G - Mopeds
H - No peds (small displacement 2-wheel vehicle without pedals)
I - Mini-bikes
J - Motorbikes
K - Golf Carts
L - Snowmobiles
M - 3-wheels with rear axle tread width under 25"

The Motorcycle Operator Skill Test (MOST)

Nearly three years of research resulted in the development of a new motorcycle operator testing procedure. Research shows the test works. In comparison with an existing state test, the Motorcycle Operator Skill Test (MOST) showed a 15 percent reduction in accidents. When coupled with a rider training program, accidents were reduced 21 percent.

The MOST contains nine exercises that test the skills riders need to operate safely in traffic. Since the test only requires an area 50 x 125 feet, it can be set up in a parking lot. The MOST has been proven to be effective. Some states, however, do not have enough space available to adopt the MOST. The Alternate MOST was developed specifically for these areas. It includes modified portions of important exercises in the MOST along with other basic control exercises.

The Motorcycle Operator Manual (MOM)

In addition to the skill test, a new manual is available for motorcycle operators. *The Motorcycle Operator Manual (MOM)* includes information on proper protective gear, handling different road surfaces and reacting to emergencies. License applicants in a study group increased their knowledge 15 percent by reading the manual. MSF provides free printer's negatives on a loan basis to states adopting the manual.

The Motorcycle Knowledge Test

The Motorcycle Knowledge Test was developed from the contents of the *Motorcycle Operator Manual*. Using multiple choice questions and line drawings, the test emphasizes areas critical to safe riding. MSF will provide the test on slides for states using automated testing machines.

The Motorcyclist In-Traffic Test (MIT)

The MOST and Alternate MOST are designed for off-street testing. Several states do not have off-street testing facilities or prefer to administer an in-traffic test. The MIT consists of 21 test situations considered to be most important for the safe operation of a motorcycle in traffic. The applicant is scored by an examiner following the motorcycle in another vehicle.

The Motorcycle Skill Test Practice Guide

The Practice Guide is designed to provide motorcycle license applicants with a series of exercises that they can practice in a parking lot before they take their skills test. These exercises are not meant to replace a rider education course but simply to provide practice on necessary skills before testing. MSF provides free printer's negatives on a loan basis for states that would like to provide this booklet to motorcycle applicants.

The Sharing The Road With Motorcycles Information

Studies have shown that most motorcycle accidents are caused by drivers of other vehicles. MSF has developed information for state driver's manuals entitled *Sharing The Road With Motorcycles*. It gives other drivers information on conditions and situations commonly faced by motorcyclists.

This information was assembled by the Motorcycle Safety Foundation licensing department. Licensing authorities in all 50 states and the District of Columbia were directly contacted by MSF for an update on the information listed in this chart.

Although this information was obtained from the most authoritative sources available as of December 1987, the Motorcycle Safety Foundation is not responsible for its accuracy or completeness.

Source: Cycle Safety Info, State Motorcycle Operator Licensing — 1988, Motorcycle Safety Foundation, Irvine, California.

STATE MOTORCYCLE OPERATOR LICENSING PROCEDURES

Program efforts and improvements in licensing as well as education are needed to help reduce motorcycle accidents, deaths and injuries. The Motorcycle Safety Foundation has aided in this effort through research (i.e., development of improved motorcycle operator licensing examinations) and the training of state licensing personnel.

Current licensing requirements and procedures by state, for 1988, are outlined below. Nearly all states require a special motorcycle license or endorsement for all individuals regardless of age, have a special knowledge test for motorcycle operators, and inspect the motorcycle or check for a valid inspection sticker. The minimum age for obtaining a motorcycle license ranges from 14 to 18.

1988 STATE MOTORCYCLE OPERATOR LICENSING PROCEDURES

1988

STATE	SPECIAL LICENSE OR ENDORSEMENT	DURATION OF LICENSE	MINIMUM AGE WITH DRIVER EDUCATION	LEARNER'S PERMIT	MINIMUM AGE WITHOUT DRIVER EDUCATION	RIDER EDUCATION PREREQUISITE TO LICENSING	SKILL TEST ADMINISTRATION ON APPOINTMENT (APPT) OR WALK-IN (WI) BASIS	RE-EXAMINATION REQUIRED	VISION	Reexamined for: KNOWLEDGE	Reexamined for: OFF-STREET	Reexamined for: IN-TRAFFIC
Alabama	Yes[4,14]	4	14	No	14-16[14]	No	N/A	No	Yes	Yes	No	No
Alaska	Yes	5	-	2 yrs	14-16[14]	No	APPT,WI	Yes	Yes	No	No	No
Arizona	Yes	4	16	6 mo	16	No	WI	Yes[2]	Yes	Yes[2]	Yes[2,3]	No
Arkansas	Yes	2/4	16	No	16	No	WI	No	No	No	No	No
California	Yes	4	16	1 yr	18	Yes[28]	APPT	Yes	Yes	Yes	No	No
Colorado	Yes	4	16	180 days	16[5]	No	WI	No	Yes	No	No	No
Connecticut	Yes	4	16	60 days	18	No	APPT,WI	No	No	No	No	No
Delaware	Yes	4/5	16	60 days	18	Yes[1]	WI	No	Yes	No	No	No
D.C.	Yes	4	16	60 days	16	No	APPT	Yes 70-74	Yes 70-74	Yes 70+	Yes	Yes
Florida	Yes	4/6	-	90 days	15[5]	No	APPT	Yes	Yes	Yes	No	No
Georgia	Yes	4	16	6 mo	16	No	WI	Yes	Yes	No	No	No
Hawaii	Yes	2/4	15	90 days	15	No	APPT	Yes	Yes	Yes	No	No
Idaho	No	N/A	14	No	16	No	WI	No	Yes	No	No	No
Illinois	Yes	3-4	16[22]	1 yr	18	Yes[33]	WI	Yes[7]	Yes	Yes	Yes[7]	Yes[7]
Indiana	Yes	2/4	15	Yes	16 1 mo	No	WI	No	Yes	No	No	Yes[13]
Iowa	Yes	2/4	16	2 yrs	18	Yes[1]	APPT,WI	Yes	Yes	Yes[2]	Yes[8]	Yes[9]
Kansas	Yes	4	14	6 mo	14[10]	No	WI	Yes	Yes	Yes	No	No
Kentucky	Yes	4	16	6 mo	16	No	APPT,WI	No	No	No	No	No
Louisiana	Yes	5	15	No	15	No	WI	No	Yes	No	No	No
Maine	Yes	4	16[24]	1 yr	21[25]	Under 21[25]	APPT	No	Yes	No	No	No
Maryland	Yes	4	16	180 days	18	No	WI	Yes	Yes	No	No	No
Massachusetts	Yes	4	16½	1 yr	17	No	APPT	No 4 yrs	Yes[11]	No	No	No
Michigan	Yes	4	16	150 days	18	Yes[1,12]	APPT,WI	No	Yes	No	No	No
Minnesota	Yes	4	16	45 days	18	Yes[1]	APPT,WI	Yes	Yes	No	No	No
Mississippi	Yes	4	15	60 days	15	No	WI	No	No	No	No	No
Missouri	Yes	3	16	60 days	16	No	WI	Yes[19]	Yes	No	No	No
Montana	Yes	4	15	6 mo	16	No	APPT,WI	Yes	Yes	No	Yes[3]	Yes[3]
Nebraska	Yes	4	16	1 yr	16	No	WI	Yes	Yes	Yes	Yes[3]	Yes[3]
Nevada	Yes	4	16	8 mo	16	No	APPT,WI	Yes	Yes	Yes[2]	Yes[2]	No
New Hampshire	Yes	4	16	30 days	18	No	APPT	Yes	Yes	No	No	No
New Jersey	Yes	4	17	90 days	17	No	APPT	Yes[27]	Yes[27]	No	No	No
New Mexico	Yes	4	15	6 mo	16	Yes if avail	APPT,WI	Yes	Yes[11]	Yes[26]	Yes[26]	Yes[26]
New York	Yes	4	16	1 yr	16[15]	No	APPT	Yes[16]	Yes	Yes	No	No
North Carolina	Yes	4	16	No	18	No	APPT,WI	Yes	Yes	Yes	Yes	No
North Dakota	Yes	4	14[17]	6 mo	16	Yes Under 16	APPT	No	Yes	No	No	No
Ohio	Yes	4	16	6 mo	18	No	APPT	Yes	Yes	No	No	No
Oklahoma	No	4	14	Yes	14[18]	No	WI	No	No	No	No	No
Oregon	Yes	4	16	Yes	16	No	APPT,WI	No	No	No	No	No
Pennsylvania	Yes	2/4	-	120 days	16	No	APPT,WI	No	No	No	No	No
Rhode Island	Yes	2	16	Yes	N/A New only	Yes	APPT[24]	No	N/A	N/A	N/A	N/A
South Carolina	Yes	4	15	6 mo	15	No	APPT,WI	Yes	Yes	No	No	No
South Dakota	Yes	4	-	No	14	No	WI	Yes[19]	No	No	No	No
Tennessee	Yes	4	14[14]	No	14[14]	No	WI	No	No	No	No	No
Texas	Yes	4	15[23]	1 yr	18	Yes Under 18	WI	Yes	Yes	No	No	No
Utah	Yes	4	16	60 days	16	No	WI	Yes	Yes	Yes	No	No
Vermont	Yes	2/4	16	60 days	18	No	APPT,WI	No	No	No	No	No
Virginia	Yes	5	16	1 yr	18	No	WI	Yes	Yes	No	No	No
Washington	Yes	4	16	90 days	18	Yes[1]	APPT	Yes[3]	Yes	Yes[3]	Yes[3]	Yes[3]
West Virginia	No	N/A	16	60 days	16	No	N/A	No	No	No	No	No
Wisconsin	Yes	2/4	16	6 mo	18	No	APPT	Yes[16]	Yes[16]	Yes[19]	No	Yes[16]
Wyoming	Yes	4	16	90 days	16	No	WI	Yes	Yes	Yes	Yes[3]	No

1 - Under age 18
2 - If driving record warrants
3 - At examiner's discretion
4 - Motorcycle Only - applicants
5 - Permit issued at 15½ if enrolled
6 - Restricted to 150cc
7 - Age 69 and older required to pass
8 - New applicants or expirations of one year or more. Those with education have test waived except for 10% random select
9 - Not normally administered
10 - Age 14-15 restricted to and from work
11 - Each renewal
12 - After failing skill test twice
13 - In-traffic test required for 75 years of age or older
14 - Age 14 for motor driven cycle, age 16 for motorcycle license
15 - Class B (16-18) motorcycle license or permit not valid in New York City. Nassau County has special restrictions
16 - Only if there is a legitimate complaint against operator ability
17 - Under 16 restricted to 250cc or less
18 - Age 14 to 15 restricted to 125cc or less
19 - Only when expired or revoked
20 - Age 15 restricted to not more than 125cc
21 - After age 65, every 2 years
22 - Over 150cc must have completed DOT Motorcycle Rider Education Course
23 - Age 16-17 year olds desiring license for 150+cc motorcycle
24 - 16 year olds must have basic Driver Education and Motorcycle Driver Educ
25 - Between 16 and 21 must complete motorcycle Driver Education course
26 - Upon request
27 - Every ten years
28 - For 16 and 17 year olds

This information was assembled by the Motorcycle Safety Foundation licensing department. Licensing authorities in all 50 states and the District of Columbia were directly contacted by MSF for an update on the information listed in this chart.

Although this information was obtained from the most authoritative sources available as of December 1987, the Motorcycle Safety Foundation is not responsible for its accuracy or completeness.

Source: Cycle Safety Info, State Motorcycle Operator Licensing — 1988, Motorcycle Safety Foundation, Irvine, California.

MOTORCYCLE ACCIDENT STATISTICS BY STATE

Based on numerous and sometimes inconsistent criteria, the Motorcycle Safety Foundation has compiled the following national and state motorcycle accident statistics for 1987.

In 1987 the number of reported motorcycle accidents decreased 13.0% and fatalities decreased 10.6% compared to 1986. The number of accidents per 10,000 registrations declined 6.1%, and fatalities per 10,000 registrations declined 3.6%.

1987 MOTORCYCLE ACCIDENT STATISTICS

		Registrations	Reported Accidents	Accidents Per 10,000 Registrations	Fatalities	Fatalities Per 10,000 Registrations	Fatalities Per 100 Accidents
National							
1987		4,654,709	142,187	305.47	4,026	8.65	2.83
1986		5,023,780	163,382	325.22	4,505	8.97	2.76
State Data - 1987							
Alabama	(1,2,4,9,19,23,27)	56,752	1,786	314.70	39	6.87	2.18
Alaska	(1-6,9-10,12,20,23,28)	13,273	202	152.19	1	0.75	0.50
Arizona	(1,2,4-7,9,11-15,20,23,27)	76,741	4,860*	633.30	91	11.86	1.87
Arkansas	(1,2,5,9,10,19,23,27)	20,048	1,148*	572.63	50	24.94	4.36
California	(1,9,10,12,19,23,27)	647,488	27,693	427.70	767	11.85	2.77
Colorado	(1,9-13,18,24,28)	107,000*	2,274	212.52	62	5.79	2.73
Connecticut	(1,4,9,12,15,21,24,28)	63,613	2,218	348.67	65	10.22	2.93
Delaware	(1,4,9,11,12,19,23,27)	7,455	315	422.54	14	18.78	4.44
Dist. of Col.	(1,3,4,9,11,12,19,25,28)	2,478	400*	1,614.21	4	16.14	1.00
Florida	(1,4,9,12,22,23,28)	234,498	9,248*	394.37	235	10.02	2.54
Georgia	(1-5,11,12,19,23,28)	79,887	2,587	323.83	63	7.89	2.44
Hawaii	(1,4,9,10,12,19,23,27)	12,065	470*	389.56	13	10.77	2.77
Idaho	(1,2,4,5,9-13,19,23,27)	41,712	629	150.80	27	6.47	4.29
Illinois	(1,2,4,9,10,12,19,23,27)	242,000*	7,629	315.25	174	7.19	2.28
Indiana	(1-5,7,9-13,15,18,25,27)	104,578	3,808	364.13	131	12.53	3.44
Iowa	(1,2,4,9,20,23,28)	163,521	1,905*	116.50	57	3.49	2.99
Kansas	(1,2,5,9-13,15,20,23,27)	69,532	1,534	220.62	42	6.04	2.74
Kentucky	(1,9-15,18,23,28)	35,435	1,482	418.23	40	11.29	2.70
Louisiana	(1,2,4,9-13,15,18,23,28)	93,352	1,363*	146.01	45	4.82	3.30
Maine	(1,9,19,23,27)	37,676	912	242.06	21	5.57	2.30
Maryland	(1,4,9,11,12,22,23,27)	58,188	2,328	400.08	65	11.17	2.79
Massachusetts	(1,4,9,12,21,23,27)	66,366	1,644*	247.72	62	9.34	3.77
Michigan	(1,3,4,9,12,18,23,27)	161,626	4,946	306.02	105	6.50	2.12
Minnesota	(1,4,9,11,15,20,23,28)	134,590	2,121	157.59	54	4.01	2.55
Mississippi	(1,2,4,9,10,12,19,23,27)	18,551	649	349.85	30	16.17	4.62
Missouri	(1,3,5,9,11,13,20,24,28)	98,766*	2,525	255.65	60	6.07	2.38
Montana	(1,3,9,20,23,28)	25,503	391	153.32	26	10.19	6.65
Nebraska	(1,4,9-13,15,20,23,28)	31,770	979	308.15	31	9.76	3.17
Nevada	(1,9-13,22,23,28)	21,248	781	367.56	22	10.35	2.82
New Hampshire	(1,2,6,9,10,20,23,28)	29,463	789	267.79	24	8.15	3.04
New Jersey	(1,2,4,5,9-11,20,23,27)	77,073	3,000*	389.24	49	6.36	1.63
New Mexico	(1-5,9-13,19,23,27)	40,127	1,550	386.27	37	9.22	2.39
New York	(1,4,9,12,21,24,27)	207,524	6,078	292.88	181	8.72	2.98
North Carolina	(1,9,20,25,27)	64,129	2,489	388.12	91	14.19	3.66
North Dakota	(1,2,4,5,9-13,21,25,28)	32,152	285	88.64	7	2.18	2.46
Ohio	(1,2,4,9,10,12,22,23,27)	258,243	6,709	259.79	199	7.71	2.97
Oklahoma	(1,2,4,9,10,12,19,23,28)	67,802	1,626	239.82	46	6.78	2.83
Oregon	(1,9-13,15,20,23,28)	83,281	900*	108.07	70	8.41	7.78
Pennsylvania	(1,9,22,24,27)	183,130	4,338	236.88	150	8.19	3.46
Rhode Island	(1,2,4,6,9-15,19,25,28)	29,354	320*	109.01	18	6.13	5.63
South Carolina	(1,9,11,18,23,28)	34,220*	1,908	557.57	56	16.36	2.94
South Dakota	(1,3,5,7,9-11,15,21,23,28)	33,800	399	118.05	14	4.14	3.51
Tennessee	(1,4,7,9-15,18,23,28)	82,728	2,800*	338.46	83	10.03	2.96
Texas	(1,2,4,9,10,19,23,27)	225,997	8,382	370.89	297	13.14	3.54
Utah	(1,2,4,5,7,9,10,12,13,20,23,28)	45,435	1,335	293.83	30	6.60	2.25
Vermont	(1,2,5,9-13,20,23,27)	21,854	250*	114.40	12	5.49	4.80
Virginia	(1,9,22,24,29)	72,183	2,252	311.98	56	7.76	2.49
Washington	(1,9,19,23,27)	124,215	3,379	272.03	90	7.25	2.66
West Virginia	(1-3,5,9-11,13,19,23,27)	27,067	713	263.42	27	9.98	3.79
Wisconsin	(1,2,4,9-13,20,23,27)	167,792	3,597	214.37	88	5.24	2.45
Wyoming	(1-4,9-13,20,24,27)	21,428	261	121.80	5	2.33	1.92

* Estimated

Footnotes

Registrations: (vehicle types included)
1. Street-legal motorcycles
2. Mopeds and other motorized bicycles of 50 cc or less
3. Off-road motorcycles
4. Scooters
5. 3 or 4-wheeled all-terrain vehicles (sometimes known as ATVs or ATCs)
6. Other types of vehicles
7. Title only, no street registration (license plate) issued
8. Description not available

Accidents: (vehicle types included)
9. Street-legal motorcycles
10. Mopeds and other motorized bicycles of 50 cc or less
11. Off-road motorcycles
12. Scooters
13. 3 or 4-wheeled all-terrain vehicles (sometimes known as ATVs or ATCs)
14. Other types of vehicles
15. Title only, no street registration (license plate) issued
16. Description not available

Accident-Damage Threshold
17. $0-$50 property damage threshold
18. $100-$200 property damage threshold
19. $250-$350 property damage threshold
20. $400-$500 property damage threshold
21. $600-$1,000 property damage threshold
22. No property damage figure specified/available

Accident-Description:
23. Accident where motorcycle property damage, personal injury or fatality occurs on public streets/highways
24. Accident where motorcycle property damage, personal injury or fatality occurs on non public or public streets/highways
25. Accident where motorcycle property damage, personal injury or fatality occurs on non public or public streets/highways or in off-road use
26. Other/Not available

Fatalities:
27. Number of motorcyclists, passengers, and others (such as pedestrians) fatally injured in a motorcycle accident
28. Number of motorcyclists and passengers fatally injured in a motorcycle accident
29. Motorcycle operators only
30. Other/Not available

Source: Compiled by Motorcycle Safety Foundation, Irvine, CA., as of July 25, 1988.

STATE MOTORCYCLE EQUIPMENT REQUIREMENTS

Each state governs the operation, registration, and licensing of motor vehicles. In general, motorcycles registered for use on public highways are required to meet the equipment requirements in the state in which they are registered. This is in addition to compliance with Federal Motor Vehicle Safety Standards which is required by the motorcycle manufacturers.

The most current state equipment requirements, as of June 1988, are listed below.

STATE MOTORCYCLE EQUIPMENT REQUIREMENTS, JUNE, 1988

	SAFETY HELMET	EYE PROTECTION	REARVIEW MIRROR	BRAKES	HANDLEBAR HEIGHT	PASSENGER SEAT.	PASSENGER FOOTRESTS.	PASSENGER HANDHOLD.	HEADPHONES PROHIBITED	TURN SIGNALS	SPEEDOMETER/ ODOMETER	HEADLIGHT DAYTIME USE	PERIODIC INSPECTION
Alabama	•		•	•-13	•-17	•	•						
Alaska	•-5	•-k	•-11	•-13	•-17	•	•	•	•				•-25
Arizona	•-4	•-j	•	•-12	•-17	•	•	•					•-23
Arkansas	•	•	•	•-12		•	•	•				•	•
California	•-9		•	•-13	•-19	•	•		•-n	•-b		•-i	•-25
Colorado		•	•	•-12		•	•		•-o				•-25
Connecticut		•-j	•	•-13,g	•-17	•	•					•-e	•-25
Delaware	•-1,7	•	•	•-12	•-17	•	•			•			•
Dist. of Col.	•	•-j	•	•-13	•-17,#	•	•	•			•-20		•
Florida	•	•	•	•-13	•-17	•	•		•-o			•	
Georgia	•	•-j	•	•-12	•-17	•	•		•			•	
Hawaii	•-1,4	•-j	•	•-12	•-17	•	•						•
Idaho	•-4		•-26	•-12		•	•						
Illinois		•	•	•-12	•-19	•	•		•-o			•	
Indiana	•-4	•-4		•-13	•-17	•	•					•	
Iowa			•	•-12	•-17	•	•				•	•-h	
Kansas	•-4	•-j	•	•	•-19	•	•			•-b		•-21	•-25
Kentucky	•	•	•	•-12		•	•						
Louisiana	•	•-j	•-10	•-12	•-17	•	•						•
Maine	•-3		•	•-12	•-19	•	•					•	•
Maryland	•-1,4	•-j	•-11	•-12	•-17	•	•	•-#	•-n		•-#		•-24
Massachusetts	•	•-j	•	•-13	•-17	•	•		•				•
Michigan	•	•-2,j	•	•-13	•-17	•							•-25
Minnesota	•-4,m	•-j	•	•-12	•-19	•	•		•-n			•	•-25
Mississippi	•		•	•-12	•-14,#						•-20,#		•
Missouri	•			•-12	•-17,#								•
Montana	•-4		•	•-13		•	•					•	
Nebraska	•			•-12	•-16	•	•						
Nevada	•	•-j	•-11	•-13	•-17	•	•			•			
New Hampshire	•-4	•-j	•	•-12	•-17	•	•	•-#		•	•-#		•
New Jersey	•-1	•-j	•	•-12	•-19	•	•						•
New Mexico	•-1,4	•-j	•	•-13	•-17	•	•						•-25
New York	•-1	•	•	•-13	•-17	•			•-n	•-a,#	•-20,f	•	•
No. Carolina	•		•	•-12		•	•					•	•
No. Dakota	•-1,4		•	•-13	•-17	•	•				•		
Ohio	•-4,8	•-j	•	•-12	•-17	•	•						•-25
Oklahoma	•-4	•-j	•-11	•-13	•-15	•	•				•-20		•
Oregon	•		•	•-12	•-19	•	•			•-b		•	•-25
Pennsylvania	•	•	•-d,#	•-13	•-19	•	•	•			•-#		•
Rhode Island	•-p	•	•	•-12	•-17	•	•	•	•		•-20.a		•
So. Carolina	•-1,6	•-6,j	•	•-13	•-17	•	•					•	•
So. Dakota	•-4	•-j	•	•-12	•-17		•						
Tennessee	•	•-j	•	•-12	•-17	•	•					•	
Texas	•-1,4		•	•-13	•-17,#	•							•
Utah	•-4		•	•-12	•-19	•	•	•-#			•-22		•
Vermont	•-1	•-j	•	•	•-17	•	•						•
Virginia	•	•-j	•	•-13,c	•-17	•	•		•				•
Washington	•-4	•-j	•-11	•-13,a	•-17	•	•		•			•	•-25
W. Virginia	•-1	•	•	•-12	•-17	•	•					•	•
Wisconsin	•-4,m	•-k	•	•-12	•-18	•	•				•	•	•-25
Wyoming	•-4		•	•-12	•-19	•	•					•	

- • Requirement in law
- • If carrying a passenger

1. Reflectorization
2. Where speeds exceed 35 mph
3. Under 15 years, with learner's permit, or for 1 year after obtaining license
4. Under 18 years
5. Under 19 years
6. Under 21 years
7. Possession by all, wear under 19 years & by instruction permit holders
8. Novice license holders
9. Under 15½ years
10. Left side
11. Left and right side
12. One wheel
13. Both wheels
14. Maximum of 10" above fasten point
15. Maximum of 12" above fasten point
16. Maximum of 15" above fasten point
17. Maximum of 15" above seat
18. Maximum of 30" above seat
19. Handgrips below shoulder height
20. Speedometer
21. For motorcycle manufactured after 1/1/78
22. Odometer
23. Annual emissions inspection
24. Upon transfer of title
25. Random
26. Effective 1/1/89

a. If originally equipped by manufacturer
b. For motorcycle manufactured after 1/1/73
c. For motorcycle manufactured after 7/1/74
d. For motorcycle manufactured after 4/1/77
e. For motorcycle manufactured after 1/1/80
f. For motorcycle manufactured after 9/1/80
g. For 1974 or later model year motorcycle
h. For 1977 or later model year motorcycle
i. Manufacturer requirement for motorcycle manufactured after 1/1/78
j. Except if equipped with windscreen
k. Except if equipped with windscreen 15" or higher
m. Instructional permit holders
n. Prohibited in both ears simultaneously
o. Except helmets with speakers
p. For passengers

Required by inspection regulations

Many state inspection regulations require that any equipment installed on a motorcycle must function properly even though the equipment is not required by law.

Although this chart represents information from the most authoritative sources available as of the date shown above, the Motorcycle Industry Council is not responsible for accuracy or completeness.

Information concerning equipment requirements in Canada can be obtained from the Motorcycle & Moped Industry Council (MMIC) at 45 Richmond St., West Suite 204, Toronto, Ontario, Canada M5H 1Z2; (416) 869-3748.

Source: Motorcycle Industry Council, Irvine, California

STATE OFF-HIGHWAY MOTORCYCLE REQUIREMENTS

Off-highway motorcycles and all-terrain vehicles are subject to a wide variety of regulations for use in nearly every state. Individual states may have a vehicle registration program, an operator license requirement or specific equipment requirements. Several states are also developing a special off-highway fund through the registration program or gasoline tax rebates based on the amount of fuel used off-highway. This money is then used for the acquisition, development or maintenance of off-highway vehicle use facilities.

The chart below summarizes the requirements of each state for vehicles and operators as of May, 1988. The requirements specified below do not necessarily apply to ATVs. For information on ATV requirements contact the Specialty Vehicle Institute of America at the address on page 44.

STATE OFF-HIGHWAY MOTORCYCLE REQUIREMENTS, MAY, 1988

State	Off-Highway Registration	Vehicle Title	Operator License	Minimum Age To Operate	Off-Highway Equipment Requirements: Lighting	Brakes	Muffler	Spark Arrester	Other	Rider Education	State OHV Funding	OHV Advisory Council	Total Motorcycles Used Off-Highway At Some Time In 1987
Alabama													106,100
Alaska				14BH									33,300
Arizona		•					•-f						77,500
Arkansas												Yes	100,900
California	•-Ad	•			•-K	•	•-Mf	•-N		X	•-T	Yes	471,300
Colorado							•-Mf						60,200
Connecticut	•-Ed				•	•	•						34,000
Delaware	•-Dd			12B	•-K	•	•-Mf	•	•-O	X	•-S		7,800
Dist. of Col.		•											200
Florida	•-EeH												149,700
Georgia						•	•						126,900
Hawaii													N/A
Idaho	•-Ed						•-M			X	•-S	Yes	44,600
Illinois	•-e			10,12B,16B or a	•-K	•	•	•-N	•-Pj	•-G	•-T	Yes	107,200
Indiana	•-jDe	•-l		14B		•-L	•				•-S		93,100
Iowa													51,600
Kansas													39,800
Kentucky							•						61,500
Louisiana	•-d	•											109,300
Maine	•-Fe				•-Kf		•-Mf	•	•-W	•-C	•-S		32,600
Maryland	•-eH		•-BH	12H	•-KH	•-H	•-MH				•-S		41,700
Massachusetts	•-Ee			12, 14B, 10g	•	•	•-M	•	•-O				52,700
Michigan	•-Fd			12B, 16B or a	•-K	•-L	•-Mf	•		•-J	•-S	Yes	179,200
Minnesota		•-l											94,000
Mississippi		•-l											68,500
Missouri		•											101,200
Montana	•-d												31,600
Nebraska													37,800
Nevada		•-l						•					24,200
New Hampshire	•-De			12B, 16B or a	•-K	•-L	•-M	•	•-Y	•-J	•-U	Yes	30,600
New Jersey													67,100
New Mexico	•-Ed	•											31,900
New York	•-Fd			16B, 10h	•-Kf	•-L	•-Mf	•-N	•-O	•-c	•-S		161,100
No. Carolina												Yes	106,200
No. Dakota							•-MH						19,500
Ohio	•-Ed		•-j	16B, 12i	•	•	•				•-S		149,300
Oklahoma					•-KH		•-H	•-H	•-OH			Yes	72,900
Oregon					•-K	•	•-M	•-H					77,700
Pennsylvania							•-H	•-NH					172,900
Rhode Island	•-Ee	•		12, 16BH	•-K	•	•-Mf		•-Q				7,800
So. Carolina		•-l											38,100
So. Dakota		•					•						18,400
Tennessee		•					•-H	•-H	•-PH				120,700
Texas		•					•-H	•-NH	•-OH				260,700
Utah	•-jEe	•-Z	•-a	8j, 16a	•-K	•	•		•-R	•-b	•-T	Yes	74,300
Vermont	•-jEd			12b	•-f	•-f	•-Mf						13,500
Virginia													79,200
Washington	•-Dd				•-K	•	•-M	•		X	•-T	Yes	97,000
W. Virginia													60,500
Wisconsin											•-V	Yes	86,500
Wyoming													19,600
U.S. TOTAL													4,104,000

• Requirement in Law

A. Except street-registered OHMs. Identification sticker required to transport competition OHM.
B. Unless supervised.
C. Under age 18.
D. Except street-registered OHMs or OHMs in races.
E. Except street-registered OHMs.
F. Except OHMs in races.
G. For ages 10-11 & ages 12-15 unless supervised.
H. Applies only on certain state lands.
I. Only if lien exists.
J. Ages 12-15 unless supervised.
K. Night operation only.
L. Specific performance requirements.
M. Decibel sound limit specified.
N. Approved by U.S. Forest Service.
O. Approved helmet.
P. Helmet and eye protection.
Q. 16 sq. in. reflective material each side of OHM and approved helmet.
R. Approved helmet in competitive events or if under 18.
S. Registration and other fees.
T. Fees and gasoline tax allocation.
U. Registration and other fees. Gas tax refund for off-highway use.
V. Special appropriations.
W. Approved helmet if under 18.
X. Safety education & info program available.
Y. Helmet and eye protection if under 18.
Z. For 1988 model year or newer.
a. Unless in possession of safety certificate.
b. Unless operator's license possessed.
c. Ages 10-15 unless supervised.
d. By Motor Vehicle Registration Agency.
e. By Recreation Management Agency.
f. Except in authorized competitive events.
g. In authorized events.
h. With safety certificate.
i. On DNR lands if accompanied by parent.
j. On public lands.

	OHM SOUND LEVEL LIMITS	TEST PROCEDURES
CA	Manufactured before 1973 92 dBA; 73-74 88 dBA; 75 and after 86 dBA	a
CO	Manufactured 1971-72 86 dBA; 73 and after 84 dBA; different local limits also permitted.	a
DE	Manufactured 1976 and after 88 dBA or EPA limit.	b
ID	92 dBA.	c
MD	Manufactured after 9/76 86 dBA; 79 and after 84 dBA.	a
MA	103 dBA.	d
ME	Must meet Federal EPA Standards.	
MI	Manufactured before 1973 90 dBA; 73-74 88 dBA; 75 and after 86 dBA or EPA limits.	a
NH	Manufactured 1973-74 88 dBA; 75 and after 86 dBA	
NY	Must meet Federal EPA Standards	
ND	85 dBA.	a
OR	In use, Model year 1975 and before 102 dBA; 75 and after 99 dBA. Certification: 1977-82 models 81 dBA; 83-87 78 dBA; 87 and after 75 dBA. Racing, 105 dBA.	d,a,d
RI	Manufactured after 5/72 82 dBA; after 5/74 73 dBA.	a
UT	92 dBA.	b
VT	82 dBA.	e
WA	86 dBA or 106 dBA.	a,d

TEST PROCEDURE

a Acceleration test 50 feet incorporating SAE J331a or similar test method
b Passby test 50 feet
c Passby test 20 feet
d Stationary test 20 inches
e Measured at 50 feet. Test procedure not prescribed.

Although the chart represents information from the most authoritative sources available as of the date shown above, the Motorcycle Industry Council is not responsible for accuracy or completeness.

Source: Motorcycle Industry Council, Inc., Irvine, California

The Motorcycle Owner

NUMBER OF OWNERS AND RIDERS, OWNER'S SEX, MARITAL STATUS, AGE, EDUCATION

It is estimated that the 7.5 million motorcycles, scooters and ATVs in use were owned by 5.8 million owners in 1987. Based on 1985 consumer research, these vehicles were operated by 8.9 million riders in households owning these vehicles and another 30 million riders in households not owning these vehicles in 1985.

1985 consumer research indicates that 91% of the owners were male and 9% were female, and one half were married. The average owner age was 28 in 1985 compared to 24 in 1980.

High school was the highest level of education attended by about half (53%) of the owners, and almost two fifths (37%) had achieved some college or post graduate education in 1985.

MOTORCYCLE OWNER PROFILE: NUMBER OF OWNERS AND RIDERS, SEX, MARITAL STATUS, AGE, EDUCATION

5,765,000 Estimated Motorcycle, Scooter, and ATV Owners in 1987
8,850,000 Estimated Riders in 1985 in Households Owning These Vehicles*
30,000,000 Estimated Riders in 1985 in Households Not Owning These Vehicles*

*Estimates not available since 1985.

Sex	% of Total Owners '85	% of Total Owners '80
Male	91.3%	92.1%
Female	8.7%	7.9%

Marital Status	% of Total Owners '85	% of Total Owners '80
Single	47.7%	51.7%
Married	50.2%	44.3%
Not Stated	2.1%	4.0%

Age	% of Total Owners '85	% of Total Owners '80
Under 18	16.6%	24.6%
18-24	20.2%	24.3%
25-29	18.6%	14.2%
30-34	13.6%	10.2%
35-39	8.7%	8.8%
40-49	12.5%	9.4%
50 and Over	7.9%	5.7%
Not Stated	1.9%	2.8%
Median Age	27.7 yrs.	24.0 yrs.
Mean Age	28.7 yrs.	26.9 yrs.

Highest Level of Education	% of Total Owners '85	% of Total Owners '80
Grade School	8.6%	13.5%
Some High School	16.0%	18.9%
High School Graduate	36.5%	34.6%
Some College	20.4%	17.6%
College Graduate	12.0%	9.2%
Post Graduate	4.8%	3.1%
Not Stated	1.7%	3.1%

Note: The owner is defined as the primary rider, and the rider is the operator, not the passenger of the vehicle.

Source: 1980 Survey of Motorcycle Ownership and Usage, conducted for the Motorcycle Industry Council by Burke Marketing Research, Inc., Cincinnati, Ohio, April 1981.
1985 Survey of Motorcycle Ownership and Usage, conducted for the Motorcycle Industry Council by Burke Marketing Research, Inc., Cincinnati, Ohio, February 1986.

OWNER OCCUPATION, INCOME, RIDING EXPERIENCE AND MOTORCYCLE OWNERSHIP

Of the owners employed in 1985, 22% were laborers or semi-skilled laborers, another 18% held professional or technical positions, and another 15% were mechanics or craftsmen.

In 1985 about 29% of all owners were students, compared with 27% in 1980.

Of the owners indicating their household income for the prior year, the average income for 1984 was $25,900 compared to $17,500 for 1979.

The average motorcycle owner has been regularly riding for eight years and has owned three motorcycles.

OWNER PROFILE: OCCUPATION, INCOME, RIDING EXPERIENCE, MOTORCYCLE OWNERSHIP

Occupation of Owner	% of Total Owners*	
	'85	'80
Laborer/Semi-Skilled	22.2%	20.7%
Professional/Technical	18.3%	18.8%
Mechanic/Craftsman	14.7%	23.3%
Manager/Proprietor	9.1%	8.6%
Clerical/Sales	8.1%	9.3%
Service Worker	6.4%	7.1%
Farmer/Farm Laborer	6.4%	4.6%
Military	1.6%	1.9%
Other	4.6%	0.0%
Not Stated	8.6%	5.7%

*Based on owners employed.

Household Income for Prior Year	% of Total Owners	
	'85	'80
Under $10,000	10.6%	9.1%
$10,000-$14,999	9.0%	13.0%
$15,000-$19,999	11.2%	13.9%
$20,000-$24,999	8.5%	12.9%
$25,000-$34,999	17.8%	12.5%
$35,000-$49,999	13.9%	5.9%
$50,000 and Over	6.8%	2.4%
Don't Know	22.2%	30.3%
Median	$25,900	$17,500

Years Regularly Riding Motorcycles**	% of Total Owners	
	'85	'80
Under 3	13.9%	21.1%
3-5	22.3%	27.6%
6-10	28.3%	29.8%
Over 10	34.5%	18.6%
Not Stated	1.0%	2.9%
Median (yrs.)	8.0	6.0

**Scooters and ATVs not included.

Total Motorcycles** Ever Owned	% of Total Owners	
	'85	'80
1	22.4%	25.6%
2	20.1%	21.4%
3-4	26.8%	26.5%
5-9	18.5%	16.0%
10 or More	11.0%	7.6%
Not Stated	1.2%	2.9%
Median (cycles)	3.0	3.0

Note: The owner is defined as the primary rider.

Source: 1980 Survey of Motorcycle Ownership and Usage, conducted for the Motorcycle Industry Council by Burke Marketing Research, Inc., Cincinnati, Ohio, April 1981.
1985 Survey of Motorcycle Ownership and Usage, conducted for the Motorcycle Industry Council by Burke Marketing Research, Inc., Cincinnati, Ohio, February, 1986.

OTHER NATIONAL MOTORCYCLE ORGANIZATIONS

MOTORCYCLE SAFETY FOUNDATION

National Headquarters
2 Jenner Street, Suite 150
Irvine, California 92718
(714) 727-3227

The Motorcycle Safety Foundation (MSF) was organized in 1973 to promote the safe use of motorcycles on the nation's public streets and highways. The MSF cooperates with the National Highway Traffic Safety Administration, state governments and other safety organizations to develop programs and materials to upgrade motorcycle operator education, and motorcycle testing and licensing procedures. Over 3,700 MSF Certified Instructors teach rider education at 738 permanent sites. Locations are available by calling 1-800-447-4700. The MSF has developed numerous publications, research studies and films on cycle safety and maintains contact with the media to increase motorcycle safety awareness.

SPECIALTY VEHICLE INSTITUTE OF AMERICA

2 Jenner Street, Suite 150
Irvine, California 92718
(714) 727-3727

The Specialty Vehicle Institute of America (SVIA) was formed in 1983 to foster and promote the safe and responsible use of specialty vehicles manufactured or distributed in the United States. The SVIA has developed and implemented a national ATV rider safety training program, and continues to work on developing ATV voluntary standards, promoting model state legislation on ATV riding, and serving as a liaison with state and Federal agencies on ATV training and environmental issues.

ATV SAFETY INSTITUTE

2 Jenner Street, Suite 150
Irvine, California 92718
(714) 727-3727

The ATV Safety Institute (ASI), a division of the Specialty Vehicle Institute of America, was formed in 1988 to implement an expanded national program of all-terrain vehicle (ATV) safety education and awareness, based on SVIA safety programs developed since 1983. The ASI also offers an extensive array of safety publications to promote the safe and responsible use of ATVs. Information on the ATV RiderCourse and other ASI safety programs is available by calling 1-800-447-4700.

AMERICAN MOTORCYCLIST ASSOCIATION

P.O. Box 6114
33 Collegeview Road
Westerville, Ohio 43081-6114
(614) 891-2425
Membership Information 1-800-AMA-JOIN
1-800-AMA-4567 (Ohio only)

The American Motorcyclist Association, founded in 1924, is a voluntary membership organization for individuals who own and ride motorcycles. With a membership of over 145,000, the AMA has approximately 1,000 chartered clubs throughout the nation. The AMA sanctions over 4,000 amateur and professional events per year for the off-road and road riding enthusiast. The AMA also sponsors programs and contests to encourage involvement by motorcyclists in charitable work and community service. The AMA works with various government agencies and private organizations to promote and protect the interest of the American motorcyclist.

AMERICAN ALL-TERRAIN VEHICLE ASSOCIATION

P.O. Box 6121
Westerville, Ohio 43081-6121
(614) 891-3290

MOTORCYCLE DEALERS ASSOCIATIONS

NATIONAL MOTORCYCLE RETAILERS ASSN.
1441 Que Street, N.W.
Washington, D.C. 20009
(202) 328-1543

ALABAMA
Dan Myers
Alabama Motorcycle Dealers Assn.
515 N. Eastern Blvd.
Montgomery, AL 36117
(205) 277-2540

ARIZONA
Don Drake
Arizona Motorcycle Dealers Assn.
6717 E. McDowell
Scottsdale, AZ 85257
(602) 994-8400

ARKANSAS
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Arkansas Motorcycle Dealers Assn.
4524 MacArthur Drive
N. Little Rock, AR 72118
(501) 758-1339

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California Motorcycle Dealers Assn.
3972 North Waterman, Suite 103
San Bernardino, CA 92404
(714) 883-8701

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2025 West Alameda
Denver, CO 80223
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(303) 421-6255

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Danbury, CT 06811
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While this information is thought to be the most accurate available at the date of publication, the Motorcycle Industry Council assumes no responsibility for accuracy or completeness.

Additions and corrections are solicited for future publications.

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